

**CULTURAL RESOURCES ASSESSMENT  
FOR THE  
AURORA AVENUE NORTH MULTIMODAL CORRIDOR PROJECT:  
NORTH 165<sup>TH</sup> STREET TO NORTH 205<sup>TH</sup> STREET,  
CITY OF SHORELINE, WASHINGTON**

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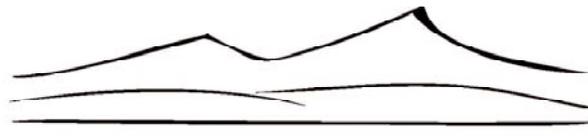
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WESTERN SHORE HERITAGE SERVICES, INC.

## **Executive Summary**

This report documents findings of a cultural resources assessment for the Aurora Avenue North Multimodal Corridor Project: North 165<sup>th</sup> Street to North 205<sup>th</sup> Street. The project intends to improve the safety of all users of Aurora with improved channelization, access management, pedestrian amenities, and regional multimodal mobility. The maximum project area includes an approximately 150-foot wide cross-section along the 2-mile segment of Aurora Avenue North between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street, and portions of Midvale Avenue and Echo Lake Place North. Project actions include roadway excavation, widening, and paving; construction of Business Access/Transit (BAT) lanes, installation of gutters, curbs, and other sidewalk improvements; possible construction of amenity/utility zones and center access management treatment, such as a median for safety; excavation and installation of underground utilities and new traffic signals; and storm water drainage trench excavation.

Assessment methods included a review of relevant background literature and maps, review of archaeological and historic site records, correspondence with representatives of the Suquamish Tribe and the Tulalip Tribes, and archaeological and historic resources field reconnaissance survey. There are no archaeological sites or ethnographically named places recorded within the Area of Potential Effects (APE). The area has been used historically for logging, farming, recreation, commerce, and residences. No archaeological sites were identified in field reconnaissance of the project area and depositional conditions observed in the majority of the APE do not indicate the presence of buried intact cultural resources. Four historic properties were identified in the APE in the course of this study. Although landscaping, sidewalk construction, and related improvements may occur on the parcels on which three historic properties in the APE (Auto Cabins, Echo Lake Tavern, and Erickson House) are situated, the integrity of the historic properties will not be affected by the project. A determination of “no historic properties affected” is recommended for the No Build Alternative and Alternative C. Under Alternatives A and B, potential secondary impacts of the project on the North Trunk (Brick) Road were evaluated, and a determination of “no effect” is recommended. Should specified segments of the Brick Road south of 175<sup>th</sup> Street be paved over or removed as a secondary impact of the project, a finding of “no effect” is recommended. Washington State historic property inventory forms have been prepared for all four historic properties in the APE and no further work is recommended at this time.

**Cultural Resources Assessment for the  
Aurora Avenue North Multimodal Corridor Project:  
North 165<sup>th</sup> Street to North 205<sup>th</sup> Street,  
City of Shoreline, Washington**

AUTHOR: Margaret Berger, David Harvey, and Glenn Hartmann  
 DATE: October 24, 2006; Revised May 11, 2007; Revised August 27, 2007  
 LOCATION: Shoreline, King County, Washington  
 USGS QUAD: Edmonds East, WA 7.5'  
 T, R, S: T. 26 N., R. 4 E., Secs. 6 and 7, Willamette Meridian.

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**Introduction**

This report describes a cultural resources assessment for the proposed Aurora Avenue North Multimodal Corridor Project: North 165th Street to North 205th Street located in Shoreline, Washington (hereafter “the project”). Western Shore Heritage Services, Inc. (WSHS) has conducted this investigation at the request of the City of Shoreline as a component of preconstruction environmental review in accordance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) (as amended). This assessment was intended in part to assist in addressing agency responsibilities regarding the identification of potential impacts to potentially significant cultural resources, and was developed with the goal of identifying and proposing means to mitigate construction, operational, secondary, and cumulative impacts to cultural resources by the proposed project, and determining the potential for any as yet unrecorded cultural resources within the project area.

Assessment methods included a review of previous ethnographic, historic, and archaeological investigations in the local area, site files searches at the Washington Department of Archaeology and Historic Preservation (DAHP) and King County Historic Preservation Program (KCHPP) for known archaeological and historic sites in the immediate area, a review of relevant background literature and maps (including General Land Office (GLO), Sanborn, and Anderson maps), archaeological and historical field reconnaissance, and the preparation of this report. Suquamish Tribe and Tulalip Tribes cultural resources staff were notified by WSHS of the project details and provided opportunity to identify information relevant to the project.

**Project Description**

The proposed project consists of roadway improvements along Aurora Avenue North between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street, along Midvale Avenue between North 175<sup>th</sup> Street and North 185<sup>th</sup> Street, and on Echo Lake Place North between North 195<sup>th</sup> Street and North 198<sup>th</sup> Street. Project actions may include roadway excavation, widening, and paving; construction of Business Access/Transit (BAT) lanes; installation of gutters, curbs, driveways, sidewalks, and other improvements; construction of amenity zones and center access management, such as medians for safety; utility pole removal and installation of underground utilities, new traffic

signals, and light poles; and storm water drainage trench excavation. Similar improvements are currently being made on Aurora Avenue North between North 145th Street and North 165th Street, just south of the current project area.

Benefits of the project include improved safety for all users of Aurora, channelization, access management, pedestrian amenities, and regional multimodal mobility. The project will add north- and southbound BAT lanes to improve capacity. A median barrier will be installed to improve safety by reducing vehicle collision potential with defined access points. Left and U-turn opportunities will be provided at intersections and median breaks. Sidewalk and amenity/utility zones will be continuous on both sides of Aurora Avenue North in addition to other pedestrian improvements. Sidewalks will be 7 to 8 feet wide, and the sidewalk on the east side of Aurora will connect to the Interurban Trail from North 178<sup>th</sup> Street to North 185<sup>th</sup> Street. The Interurban Trail will serve as the sidewalk from North 178<sup>th</sup> Street to North 185<sup>th</sup> Street. Driveways will be consolidated at logical locations and formal streetscape enhancements will be created. The project will foster economic development and improve livability in adjacent communities, and support the City's Comprehensive Plan. There are four project alternatives—a no action alternative and three action alternatives—described below.

### ***No Action Alternative***

The No Action Alternative for this project assumes that there would be no additional improvements to the Aurora Corridor within the City of Shoreline besides general street maintenance. Frontage improvements may occur in conjunction with private redevelopment. Other capital improvement projects in the City's Comprehensive Plan (City of Shoreline 2005) would be implemented according to schedule.

Aurora Avenue North within the project boundaries is currently a five-lane roadway with two general-purpose traffic lanes in each direction and a continuous two-way, left-turn lane in the center. The existing right-of-way ranges from 90 to over 125 feet wide due to paved shoulders and dual left-turn lanes at some intersections, allowing for five standard-width (12 feet) traffic lanes. Sidewalks exist at sporadic locations throughout the project but they are not continuous. Pedestrian crossing locations currently exist at signalized intersections and two signalized pedestrian crosswalks. There are numerous private driveways and undefined limits along both sides of the existing roadway.

### ***Characteristics Common to Alternatives A, B, and C***

All three build alternatives (Alternatives A, B, and C), as currently proposed, involve the following elements:

- Two general-purpose lanes in each direction.
- One BAT lane in each direction.
- Underground utilities.
- Access management, left-turn pockets, and u-turn pockets.
- Vegetation.
- New signals at North 182<sup>nd</sup> Street and at Firlands Way North, just north of the intersection of North 195<sup>th</sup> Street with Aurora Avenue North.

- Widening at the intersection of Aurora Avenue North and North 175<sup>th</sup> Street to allow double left turns.
- Improvements to Echo Lake Place from North 195<sup>th</sup> Street to North 198<sup>th</sup> Street including a new roadway connecting Echo Lake Place to Aurora Avenue opposite the extant Aurora-Firlands Way intersection.
- Improvements to Midvale Avenue North from North 175<sup>th</sup> Street to North 183<sup>rd</sup> Street are anticipated, including roadway widening and construction of sidewalks on the east side of the road.

Each build alternative includes additional characteristics as described below.

### ***Alternative A***

Alternative A consists of a 98-foot wide cross-section for the proposed improvements. This cross-section includes seven-foot wide sidewalks, two through lanes and one BAT lane in each direction (for a total of six lanes), utility vaults and light/signal poles behind sidewalks, and a raised c-curb median. The roadway widens slightly in areas adjacent to left-turn and u-turn pockets in order to accommodate vehicles making u-turns. The cross-section widens to the east to a width of 110 feet at the North 175<sup>th</sup> Street intersection, and the roadway will also shift to the east in the vicinity of the intersection with North 200<sup>th</sup> Street. In the vicinity of the intersection of Aurora Avenue with North 185<sup>th</sup> Street, the roadway will shift to the east onto Seattle City Light property. Additionally, the needed right-of-way is greater in locations requiring underground utility vaults. The proposed c-curb access management/median for Alternative A is narrower than those proposed under Alternatives B and C. Minimal, low-growing vegetation will be planted in medians.

### ***Alternative B***

Alternative B consists of a 110-foot wide cross-section. This cross-section includes sidewalks, two through lanes and one BAT lane in each direction (for a total of six lanes), landscaped amenity/utility zones separating the sidewalk from the BAT lane, and a landscaped median. Sidewalks are proposed to be seven feet wide, and the amenity/utility zones will be four feet wide. Light poles will be located in the amenity zone and signal poles will be installed in the sidewalk. Alternative B includes widening of the roadway to the east in the area of the North 175<sup>th</sup> Street and North 200<sup>th</sup> Street intersections. In the vicinity of the intersection of Aurora Avenue with North 185<sup>th</sup> Street, the roadway will shift to the east onto Seattle City Light property.

### ***Alternative C***

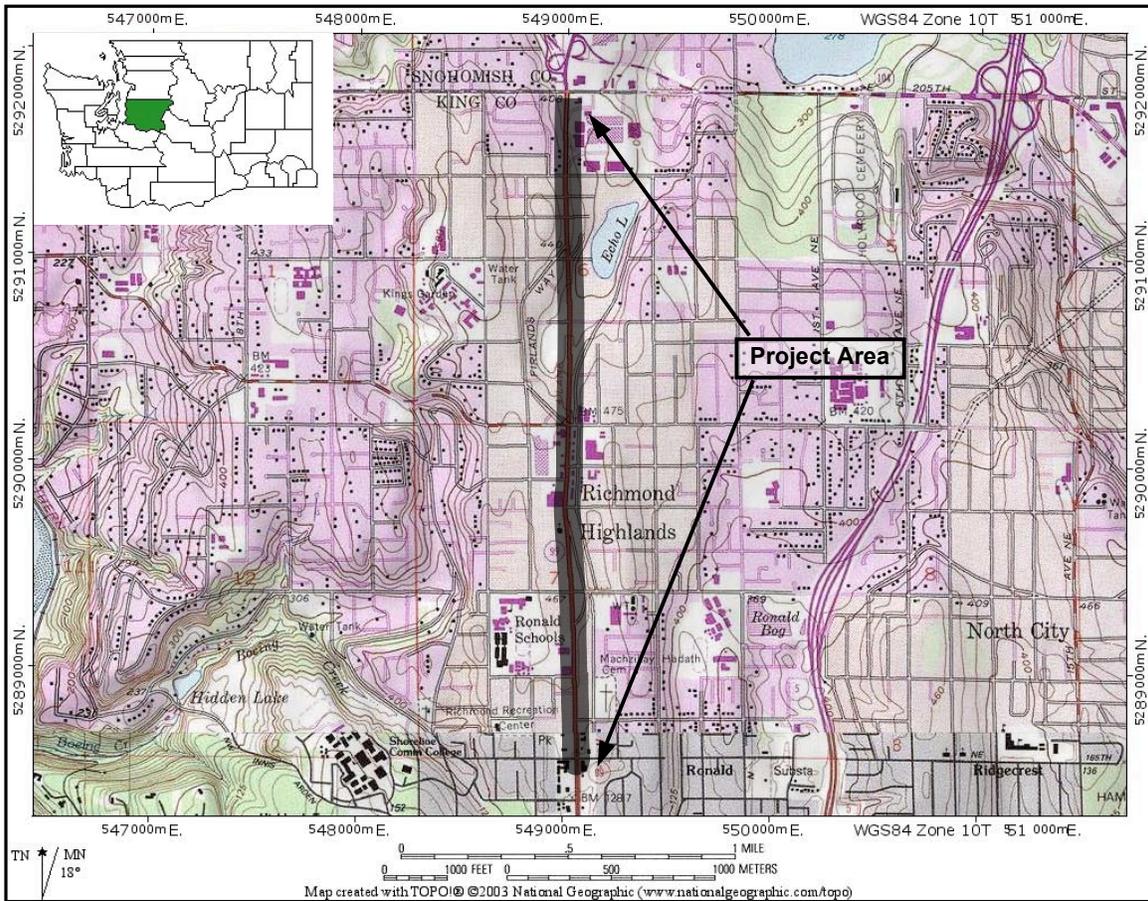
Alternative C also consists of a 110-foot wide cross-section. This cross-section includes sidewalks, two through lanes and one BAT lane in each direction (for a total of six lanes), vegetated amenity/utility zones separating the sidewalk from the BAT lane, and a raised landscaped median. Sidewalks will be seven feet wide and the amenity/utility zone will be four feet wide. Signal poles will be installed in the sidewalk and light poles will be located in the amenity zone.

Alternative C includes widening at the North 175<sup>th</sup> Street intersection. This alternative includes shifting the roadway to the west in the vicinity of the North 175<sup>th</sup> Street and North 200<sup>th</sup> Street

intersections. The Aurora Avenue roadway will also shift to the west in the vicinity of North 185<sup>th</sup> Street.

### **The Affected Environment**

The project area is located along the 2-mile segment of Aurora Avenue North between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street, and along Midvale Avenue between North 175<sup>th</sup> Street and North 185<sup>th</sup> Street, and Echo Lake Place North between North 195<sup>th</sup> Street and North 198<sup>th</sup> Street in the City of Shoreline in Sections 6 and 7, Township 26 North, Range 4 East (Figure 1).



**Figure 1.** Portion of Edmonds East (1973) and Seattle North (1983) 7.5' USGS topographic quadrangles showing the project area.

The project area is currently characterized by commercial development with paved driveways, parking lots, and streetscapes, as well as some residential development. Developed areas adjacent to the project area include commercial, residential, and industrial buildings joined by parking lots and paved roads.

### ***Area of Potential Effects***

For the purposes of this assessment, the Area of Potential Effects (APE) consists of the construction footprint of the project. This area encompasses the 110-foot wide cross-section for the roadway alignment along the 2-mile segment of Aurora Avenue North between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street plus approximately 20 feet on either side (for a total width of about 150 feet) for temporary construction easements and related improvements, such as driveway construction, landscaping, and retaining walls. It also includes Midvale Avenue between North 175<sup>th</sup> Street and North 185<sup>th</sup> Street, Echo Lake Place North between North 195<sup>th</sup> Street and North 198<sup>th</sup> Street, and approximately 300 feet along side streets that intersect Aurora Avenue North between North 165<sup>th</sup> Street and North 205<sup>th</sup> Streets, which will require grading and other improvements in order to connect with the newly improved Aurora Avenue roadway. The APE consists primarily of City and State right-of-way, but in certain locations, existing right-of-way will need to be expanded to accommodate the project alignment. In these locations, the City may negotiate property improvements during the right-of-way acquisition phase of the project, which will be constructed in conjunction with roadway improvements. Therefore, the APE for cultural resources also includes those parcels on which such improvements may occur (Attachment A). The APE also has a vertical dimension. Maximum depth of subsurface disturbance has yet to be determined by the contractor but will penetrate as deep as 20 to 25 feet below existing grade for storm water trenching as needed depending on local topography. Construction staging areas have not yet been identified but will be designated as needed within existing right-of-way by the contractor.

### ***Previously Recorded Cultural Resources in or near the APE***

A site files search at DAHP showed that there are no archaeological or historic sites recorded within the APE or in the immediate vicinity, and only a few of cultural resources surveys have been conducted within a few miles the project area. The nearest historic site listed on the National Register of Historic Places (NRHP) is the William E. Boeing House in the Highlands, about 0.75 miles southwest of the project area. The nearest pre-contact archaeological site recorded at DAHP is the West Point site complex (45KI428 and 45KI429) (Larson and Lewarch 1995), northwest of downtown Seattle. The King County Historic Resources Inventory contains records of two archaeological isolates found by members of the public in disturbed contexts within 0.5 miles of the project area and six historic properties on lots within or adjacent to the APE (see Table 1). No ethnographically named places were located in the current project area. One cultural resources assessment (CH2M Hill 2001) was conducted for a previous segment of the Aurora Avenue North Multimodal Corridor Project (North 145<sup>th</sup> Street to North 165<sup>th</sup> Street). It did not result in the identification of any potentially significant cultural resources for that project but did identify four properties along the current APE as potentially significant and subject to impacts by the current project; NRHP eligibility and impacts on these and other properties are discussed below (see “Historic Resources Survey” below).

### ***Natural Setting***

The project area is located about 1.5 miles east of the Puget Sound shoreline, in the *Tsuga heterophylla* vegetation zone (Franklin and Dyrness 1973:Figure 27). Vegetation in the project area currently consists of manicured streetscapes of introduced plant species. The project area is in the Puget Lowland physiographic province of Western Washington (McKee 1972) and, more

specifically, in the North Seattle Drift Upland (Galster and Laprade 1991:Figure 6).

Local topography in the project area was formed by Late Pleistocene glaciers that advanced through the area approximately 15,000 years ago, during the Vashon Stade of the Fraser Glaciation, scouring troughs or channels in the older glacial till that was deposited and compacted during previous glacial advances (Thorson 1981). While sedimentation during glacial times was widespread and voluminous, active deposition in nonglacial periods including the present day has been more restricted, occurring in river valleys and at the base of steep slopes (Booth et al. 2003:20-21). As glaciers melted, the earth's crust uplifted and stabilized by about 6000 years ago, and sea level rose, approaching its current level by about 5000 years ago (Downing 1983:3-4).

Since the last glacial retreat (ca. 12,000-13,000 years ago), little, if any, sedimentary deposition has occurred in the vicinity of the project area. Surface deposits in the project area consist of Vashon till, a light to dark gray, nonsorted, nonstratified mix of clay, silt, sand, and up to boulder-size gravels of diverse lithology (Minard 1983), indicating that local topography has remained virtually unchanged since humans have been present on the landscape. Any evidence of postglacial cultural activity in such contexts is typically present near the modern ground surface.

Most soils in the Puget Sound basin are derived from glacial materials and are affected by coniferous forest vegetation (Franklin and Dyrness 1973:17). Soils in the project area include urban land and the Alderwood Association of soils, which is 85 percent Alderwood soils, 8 percent Everett soils, and 7 percent other less extensive soils (Snyder et al. 1973:3). Urban land is soil that has been modified by disturbance of the natural layers with additions of fill material several feet thick to accommodate large industrial and housing installations (Snyder et al. 1973:35). Alderwood soils consist of moderately well drained gravelly sandy loam on uplands and terraces with a dense, very slowly permeable consolidated glacial till at 20 to 40 inches below surface (Snyder et al. 1973:3). Everett soils range from nearly level and undulating to moderately steep and are found on terraces and terrace fronts. Other soils in this association formed in depressions or on terraces along small streams, have impeded drainage, and are subject to flooding (Snyder et al. 1973:4).

The project area has undergone considerable alteration and disturbance due to commercial and residential development that began in the late nineteenth century. Evidence for recent disturbance include commercial structures and extensive paved, gravel, and other impervious surfaces in roadways and parking lots. Lands in the project area are currently zoned for high-density residential, regional business, and industrial use (City of Shoreline Planning and Development Services 2006).

### ***Archaeological Context***

Only three cultural resources surveys have been conducted in the immediate vicinity of the project area. No archaeological sites were identified in the course of these previous studies. Bard (2004:13) did not identify any potentially significant cultural resources in a survey for a pump station replacement and sewer improvement project near Hidden Lake, over 1 mile west of

the current project area. A cultural resources survey for a wireless tower licensing project over 0.5 miles southwest of the current APE did not identify any archaeological sites (Grenfell and Kochian-Blakeman 2002), nor did the cultural resources survey for improvements to the segment of Aurora Avenue North between North 145th Street and North 165th Street (CH2M Hill 2001).

Several previous historic, ethnographic, and archaeological investigations throughout Puget Sound provide background information applicable to the project area (e.g., Blukis Onat 1987; Blukis Onat et al. 2001; Greengo and Houston 1970; Larson and Lewarch 1995; Nelson 1990; Wessen and Stilson 1987) and summarize thousands of years of human occupation and resource use in the region. Human use of the area is generally structured around the value of natural resources available in local environments including fresh water, terrestrial and marine food resources, forests, and suitable terrain. Based on evidence from recorded sites in the region, one can infer broad patterns of pre-contact subsistence and settlement patterns. Sites in the region tend to be located in streamside geomorphic settings or near the confluences of streams with Puget Sound due to the natural resources such as food and fresh water that would have been available there (Wessen and Stilson 1987). There was an abundance of plant and animal resources available in forest, marsh, prairie, estuarine, and marine environments in the region. A combination of fish, shellfish, marine mammals, waterfowl, game, roots, and berries served as a rich, diverse, and relatively reliable resource base (Ruby and Brown 1992:226). Despite the project area's proximity to Puget Sound and an array of microenvironments and related resources, little evidence exists for pre-contact human resource use or habitation in the Shoreline area. This is due in part to the existence of more suitable areas for settlement nearby including Lake Washington and McAleer Creek to the east, and locations on Puget Sound to the west.

A number of economically important plant and animal resources would have been available relatively near the project area. Intertidal and marine resources such as shellfish, salmon, waterfowl, and marine mammals would have been available in and along the shores of Puget Sound, about 1-mile west of the APE. Game and root crops such as camas would have thrived in prairies maintained through controlled burning (Norton 1979), and blackberries and huckleberries would have been abundant. Freshwater sources and wetlands in the area including Echo Lake, Hidden Lake, Lake Ballinger, Ronald Bog, and Boeing Creek would have been home to plants such as cranberries, rushes, sedges, and reeds that were used by native inhabitants as food or for medicinal or technological purposes (Benson 1975:8; Norton 1979).

### ***Ethnographic Context***

The project area is within lands traditionally used by the Suquamish Tribe and the Tulalip Tribes, Salish-speaking peoples who, prior to the implementation of the Point Elliott Treaty in 1855, occupied lands in the vicinity (Spier 1936; Suttles and Lane 1990). In 1855, following the signing of the Point Elliot Treaty, the Suquamish and many other neighboring tribes were forced to abandon most of their Northern Puget Sound villages and relocate to reservations. The treaty dissolved Indian title to their traditional and accustomed lands and by 1855-1856 the federal government used military force to contain Indian people dissatisfied with the poor quality of reservation lands. Individuals considered of the Suquamish Tribe were relocated to the Port Madison Indian Reservation. The Tulalip Reservation was established for the Snohomish, Snoqualmie, Skagit, Suiattle, Samish and Stillaguamish tribes and allied bands living in the

region (Ruby and Brown 1992:244). The United States government did not establish a reservation for the Duwamish or Snohomish. Some Duwamish moved to the Port Madison Indian Reservation and joined the Suquamish Tribe, some moved to the Muckleshoot Indian Reservation and became members of Muckleshoot Tribe, and others remained in the Seattle area. Some Snohomish moved to the Tulalip Reservation and became members of the Tulalip Tribes.

Pre-contact Suquamish settlements were often located on major waterways, and heads of bays or inlets. In the winter, the Suquamish lived at large permanent village settlements and they spent the summer hunting, fishing, and gathering at specialized, temporary camps. Major Duwamish winter villages were formerly located on the Cedar, Duwamish, Sammamish, and Black Rivers, Lake Sammamish, Lake Washington, Lake Union, Elliott Bay, and Salmon Bay (Miller 1999; Smith 1941:207; Waterman ca. 1920), outside the current project area. The Snohomish had villages on the Snohomish River, Tulalip Bay, and on Whidbey Island, and used land along the marine shoreline as far south as Richmond Beach, southwest of the APE (Smith 1941:208; Tweddell 1953).

Waterman (2001:55) recorded named places over 1 mile west and southeast of the project area. *IutL<sup>3</sup>EtL stu'bus*, “this side of stubus,” was the name for Wells Point, a sand promontory just south of Edwards Point in what is now Edmonds. A beach south of Richmond Beach was referred to as *Q<sup>3</sup>e'q<sup>3</sup>e'wa:dEt*, “kinnickinik, Indian tobacco.” *Qaa'dEb* was a small creek in the location of Boeing Creek draining into the Sound west of Shoreline. Lake Ballinger, just northeast of the project area, was recorded by Waterman (1922:190) as *S!a'itsu*, translated as “face.” Two inland bodies of water about 1.75 miles southeast of the project area, Bitter Lake, *Tca'lkwadl*, and a small pond to the southeast, *Slsa'LiEb*, were also named (Waterman 2001:55). A cranberry marsh 1 mile south of this pond was called *Slo'q!qed* or “bald head,” and drained through what is now Thornton Creek into Lake Washington north of Sand Point (Waterman 1922:179, 190).

### ***Historic Context***

Since the late 19th century the character and growth of the community of Shoreline has been tied to the land use developments and settlement patterns of its fast-growing neighbor to the south, the City of Seattle. Population growth in Seattle has played a significant role in spurring Shoreline's development. Beginning in the 1890s migration to Seattle and the Pacific Northwest resulted in an exponential growth in the region's population. The population of Seattle reportedly grew from approximately 45,000 in 1890 to over 310,000 by 1910, and to 380,000 by the late 1920s.

The emergence of Seattle as King County's commercial center significantly influenced the development patterns in the Shoreline area. Expanding transportation networks reaching out from Seattle into the surrounding communities encouraged suburban development starting soon after the turn of the century (Copass 1996:4).

In the early 1880s, real estate speculators in King County planned towns in anticipation of the arrival of the first transcontinental railroads to the Pacific Northwest. Among these was Richmond Beach, which is now part of present-day Shoreline. The arrival of the railroad in

Richmond Beach in 1891 spurred residential growth and increased the pace of development in the wooded uplands of what is now Shoreline (Copass 1996; CH2M Hill 2001).

Concurrent with the spread of transcontinental railroads in the Pacific Northwest was the construction of major transportation arterials in the Puget Sound area, which facilitated movement of goods, spurred economic development, and led to the demand of even faster modes of transportation and improved transportation routes.

Between 1905 and 1925, the construction of the Seattle-Everett Interurban line and the brick-surfaced North Trunk Road made travel to and from Shoreline easier, which facilitated suburban development. People could live on a large lot in a semi-rural area, raising much of their own food and still be able to take the train to work or school in Seattle (Copass 1996:5).

As housing developments spread from downtown Seattle outward along trolley lines into the early “close-in” suburbs these areas lost their semi-rural character, and people who wanted more affordable large tracts of land or a rural lifestyle had to move farther outside the city (Copass 1996). They selected communities like Shoreline, attracted by its rural yet accessible location. Commercial centers formed around the Interurban stations at Ronald (175th and Aurora) and the Richmond Highlands (185th and Aurora). Local farmers shipped their produce to urban centers via the Interurban line, and later used auto vehicles along the North Trunk Road to transport their goods to distant markets.

Automobile travel along the North Trunk Road, and later the Pacific Highway/U. S. 99 which supplanted it, spurred even broader commercial and residential development as suburbs grew quickly along these major arterial routes that improved access between the Seattle metropolitan area and the rest of western Washington.

During the Great Depression and World War II the pace of housing and commercial development in Shoreline slowed. By the late 1930s, with the closure of the Interurban and increased economic activity due to the growth of wartime industries in Seattle, traffic volume increased along Aurora Avenue North, which had become the region’s primary north-south route as auto-oriented businesses developed along the highway (CH2M Hill 2001; Copass 1996). After the United States entered the Second World War, building materials were rationed and private housing construction and some commercial development virtually stopped in Shoreline and other Seattle suburbs.

With the end of World War II, however, came a tremendous demand for family housing. The late 1940s saw large housing developments spring up seemingly overnight, leading to an expansion of commercial activity along Aurora Avenue North (Copass 1996). The post-World War II era saw a substantial increase in automobile ownership, which set in motion considerable commercial and residential expansion along the region’s major transportation corridors that continues to shape the character and growth of Aurora Avenue North and the City of Shoreline.

### ***Historic Phases of Growth and Development***

For the purposes of this study, the focus will be on three phases of the City of Shoreline’s growth, specifically along Aurora Avenue North, with historic resources identified within the

project's APE between 165<sup>th</sup> and 205<sup>th</sup> Streets. Shoreline's 20<sup>th</sup> century timeline can be divided into The Interurban and North Trunk Road (1906-1929), The Great Depression and Second World War (1929-1945), and Building the Automobile Suburbs (1946-1956) phases (Copass 1996).

#### *Interurban and North Trunk Road (1906-1929)*

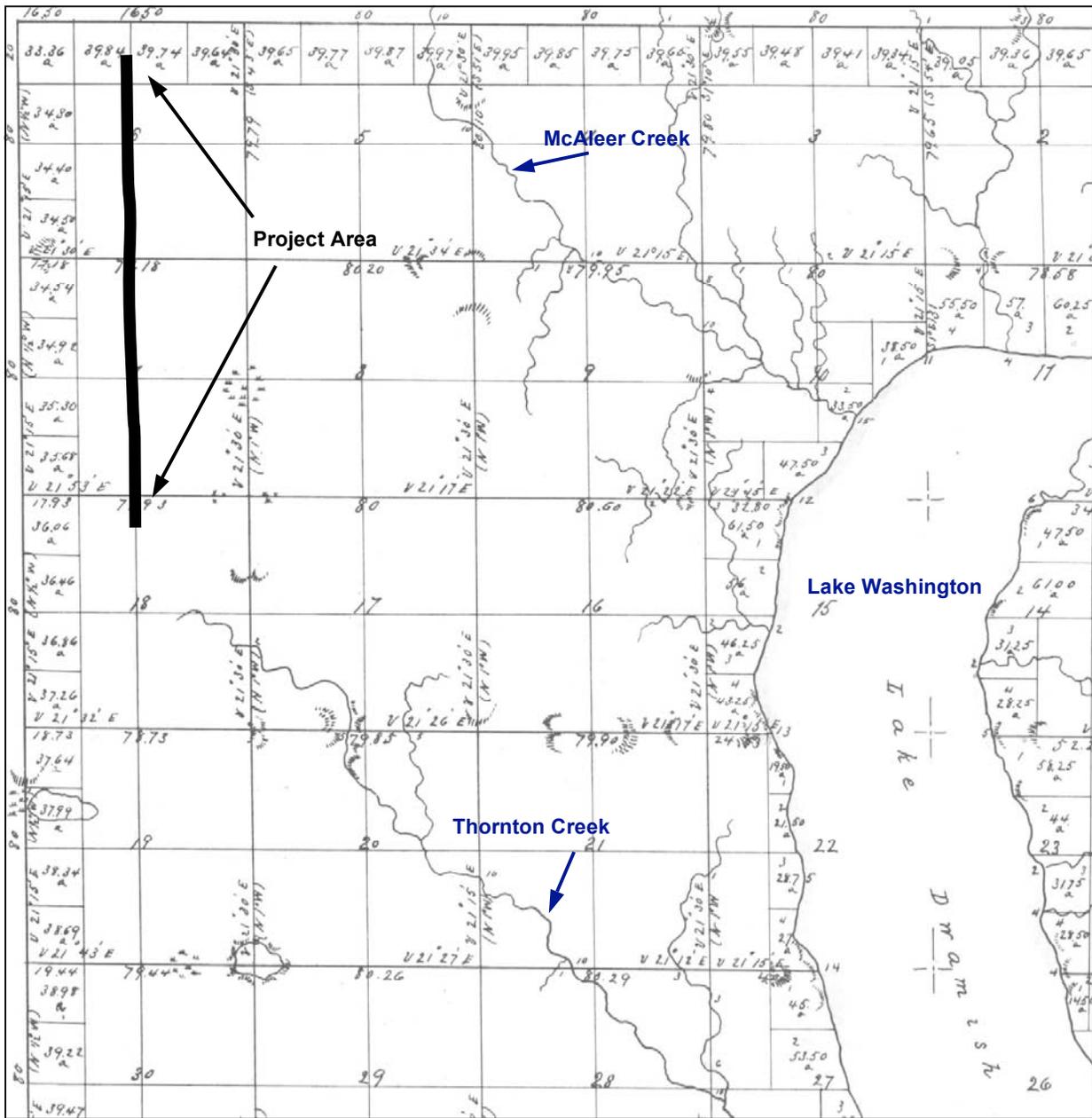
In the Seattle area, the late 19<sup>th</sup>/early 20<sup>th</sup> century saw the growth of "streetcar suburbs," such as Madison Park, Leschi, Queen Anne, and Wallingford, along commuter rail lines or trolley routes. After automobiles became available in the early 1900s, suburban development typically spread farther from the fixed rail lines along expanded roads and new highways. In the Seattle area, particularly in the northern suburbs, both trolley and automobile oriented development happened almost simultaneously (Copass 1996).

Between the opening of the Interurban in 1906 and the onset of the Depression in 1929, regional population growth and the development of new transportation routes linking Shoreline to Seattle spurred population and commercial growth. In Shoreline, suburban development began after the construction of the Seattle-Everett Interurban rail line in 1906, and expanded after the opening of the North Trunk Road in 1914. The North Trunk Road was a paved brick highway that became part of the Pacific Highway/U. S. 99, a continuous paved route completed from Mexico to Canada in 1923 (Copass 1996). In Shoreline, growth spread along the Interurban rail line and the expanding road network centered along the North Trunk Road (Copass 1996).

#### *The Seattle-Everett Interurban*

The Puget Sound Power & Light Company began construction on the Seattle-Everett Interurban line in 1902. The line reached Shoreline by 1906, following a route roughly parallel to what is now Aurora Avenue North. Stone and Webster, a national company which also operated the Seattle-Tacoma Interurban and Seattle's electric street car lines, purchased the partially-completed Seattle-Everett Interurban line in 1908 and completed construction by 1910 (Copass 1996).

The Interurban stations in Shoreline were Foy (145th), Pershing (near 157th), Maywood (165th), Ronald (175th), Richmond Highlands (185th), and Echo Lake. While small wooden depots once stood at most of these stops, today the linear right-of-way is owned by Seattle City Light for the purpose of electricity transmission. The City of Shoreline is constructing a bicycle/pedestrian trail in the corridor. This is the only remaining physical evidence of the Interurban route within the project APE.



**Figure 2.** Portion of GLO plat of T26N, R4E showing landscape features in the vicinity of the project area (United States Surveyor General 1859).

By making it easier to move goods and people between Shoreline and Seattle or Everett, the Interurban supported development of small farms and small suburban subdivisions. Company publications promoted agricultural and recreational activities along the line in order to increase ridership. People in the city could more easily visit recreation sites in the north end, such as a bathing beach at Echo Lake, while people in Shoreline could travel into Seattle to shop or for entertainment (Copass 1996).

Land in Shoreline along the Interurban route, particularly in the vicinity of the rail stations was often the first to be subdivided and sold for residential and commercial development. Many of the names developers gave their subdivisions, such as “Echo Lake Garden Tracts” and “Interurban Tracts,” reflected a desire to market the land based on its semi-rural character or proximity to the Interurban (Copass 1996).

In the 1920s, most new homes in Shoreline reflected the influence of the Craftsman bungalow style. While the design and architectural detailing on a house varied depending on the size of the home, most homes built in Shoreline in this time period were almost all wood frame, with gable roofs, narrow clapboard or wood shingle siding, overhanging eaves, and full or partial width entry porches (Copass 1996). The Casey House just east of the northeastern portion of the APE, built in 1916-17 on Echo Lake (19542 Echo Lake Place North), for example, is a substantial bungalow built from plans of a house in Seattle’s Mount Baker neighborhood, which were published in *Bungalow Magazine* in 1916 (Copass 1996). Notable bungalows in the APE include the Erickson House built in 1923 on Echo Lake (19502 Aurora) and another house located east of 180<sup>th</sup> and Aurora (18004 Midvale Avenue North).

#### *Ronald and Richmond Highlands*

As more people settled in the upland areas, commercial centers developed along Shoreline’s major transportation routes. Ronald, located in the vicinity of 175th and Aurora Avenue North, was named for Judge James T. Ronald, a former Seattle Mayor and Superior Court Judge who owned a five-acre tract in the vicinity of 175th and Aurora. The Interurban station was constructed on his property at 175th, and was also known as Ronald (CH2M Hill 2001). The Ronald School, established in 1906, was also named for him. The brick school building was built in 1912 and is now home to the Shoreline Historical Museum.

Richmond Highlands, the area surrounding what is now 185th and Aurora Avenue North, was also the setting of commercial activity. The Firland Sanitarium, located just west of Richmond Highlands, generated business, and a nearby Interurban station also made the area a transportation hub (Copass 1996).

#### *Recreation*

During the 1920s, recreational facilities developed along Aurora Avenue North as the expansion of Interurban service and a considerable increase in automobile ownership provided urban dwellers with faster and more convenient access to semi-rural areas like Shoreline. Located east of 195<sup>th</sup> and Aurora, Echo Lake Bathing Beach became a popular destination. The lake was a focus of community life, particularly in the summer. At the north end of the lake, residential lots were platted in Echo Lake Park. Lighted pillars on North 199th marked the entrance to the community. Within the project APE a contemporary apartment complex now occupies the site of the Echo Lake Bathing Beach. Intact historic buildings associated with the development of Echo Lake include the Echo Lake Tavern, built in 1928 (19508 Aurora) near the entrance to the beach, and, as noted, the Casey and Erickson houses on the west side of the lake.

### *North Trunk (Brick) Road and Automobile-Oriented Development*

The Interurban had hardly begun operation when the first signs of the auto-oriented development appeared on the North Trunk Road/Pacific Highway (Copass 1996). The construction of the North Trunk Road was the first major public road improvement project in Shoreline. The two lane, all-brick North Trunk Road ran from Green Lake north to the county line. The road was widened and re-surfaced when it was made part of Highway 99 during the mid-1920s, and rerouted in some areas to straighten the alignment. One unaligned section of the former brick road in the APE is Firlands Way North, west of Aurora between 185<sup>th</sup> and 195<sup>th</sup> where the former brick surface was paved over with asphalt. Small sections of the brick North Trunk Road, however, remain visible on Ronald Place North, east of Aurora Avenue, south and north of 175<sup>th</sup>. A 300-350 foot section of the brick road lies south of 175<sup>th</sup>, while another 50-60 foot section is exposed just east of the Key Bank north of 175<sup>th</sup>, and an approximately 1000-foot section lies north of Walgreen Drugs, between 177<sup>th</sup> and 180<sup>th</sup> Streets. The right of way is 60 feet wide in most places and the brick roadway is 18 to 22 feet wide, with asphalt applied in patches to repair damaged brick. The section south of 175<sup>th</sup> is the most deteriorated of the three segments within the project APE.

### *Pacific Highway/U. S. 99*

By the late 1920s, commercial and residential development in Shoreline increasingly became auto-oriented, focused along the Pacific Highway/U. S. 99 and other major arterials. Services for both automobiles and their drivers appeared along the route. Shoreline businesses along Aurora in the 1930s included gas stations, garages, cafes, roadhouses, and motor courts. Roadhouses included the intact but considerably altered Parker's Dance Pavilion, built in 1930 (17011 Aurora) at 170<sup>th</sup>, and the considerably modified Charmland Dance Hall (Drift On Inn Casino, 16708 Aurora), also built in 1930. Motor courts included the "Auto Cabins," a group of small cabins built around an older bungalow (1914) just south of 175<sup>th</sup> (17203 Aurora). Although a couple of the units have been demolished and the others slightly altered, the cabins, built between 1921-1943 with attached carports, remain intact. For the most part, early auto-oriented commercial development in Shoreline concentrated in the small commercial centers already established at the Interurban stations such as Foy, Ronald, and Richmond Highlands (CH2M Hill 2001).

### *Depression and World War II: 1930-1945*

After the onset of the Great Depression, building activity in Shoreline slowed significantly during the hard economic times. In the 1930s, most areas of Shoreline maintained their semi-rural character, with unpaved roads and limited infrastructure. People moved into the area because, at a time when they had little cash to purchase items commercially, larger lots provided opportunities to grow food and find fuel (Copass 1996).

Some commercial activity occurred along Aurora Avenue as auto-oriented development continued, albeit at a slower pace. The intact (but altered) Echo Lake Apartments (19522 Aurora), built in 1941, was originally a motel that catered to business travelers and Echo Lake vacationers. Tommy Tuckers, built in 1930, was a typical auto-oriented restaurant/diner constructed along Aurora Avenue North. Located at 182<sup>nd</sup> and Aurora, Tuckers was later moved

back from the street, modified (with a second story added), and became Darrell's Billiards and Tavern (18025 Aurora).

The war effort, however, had little lasting impact on the built environment in Shoreline. The main impact of the war was to bring a halt to suburban expansion, by restrictions on the use of building materials and because of strict rationing of gasoline and tires, which were essential to would-be commuters (Copass 1996). Nevertheless, traffic on U. S. 99/Aurora Avenue continued to increase, especially after the closing of the Interurban in 1939. After the closure, Puget Power converted the rail right-of-way into a power line corridor.

### *Building the Automobile Suburbs: 1946-1960s*

With the end of wartime restrictions on automobile use, the Shoreline area once again became a desirable area for Seattle workers to live. New residents poured into the Shoreline area, creating tremendous demand for new housing developments, shopping centers, and schools (Copass 1996). In five years the population doubled, and automobile-oriented businesses developed and expanded along Aurora Avenue North. Examples included the establishment of a motor court (modified into small businesses and apartments) during the 1940s at the corner of Ronald Place North and Aurora (17214 Aurora), and the intact (but altered) Shoreline Motel, built in 1948 just north of 165<sup>th</sup> and Aurora (16526 Aurora).

Recreation-oriented properties were also established during this era, such as the intact Highland Ice Arena, built in 1962 at the intersection of 180<sup>th</sup> and Aurora (18005 Aurora Avenue). Resort cabins were also built on Echo Lake in 1947. However, as with many similar, "close-in" post-war resort developments, the Echo Lake resort did not prosper as an increasingly mobile and affluent population sought recreation opportunities further out-of-town (Copass 1996).

During the 1960s and 70s, auto-oriented development continued in the form of larger shopping centers, strip malls, car dealerships, gas stations, trailer parks, supermarkets, and miscellaneous small businesses.

### **Evaluating Impacts**

Assessment of impacts begins with the identification of cultural resources and historic properties within a project area, evaluation of the significance of such properties, and consideration of the scope of potential short-term and long-term impacts. Cultural resources may be protected by law and must be considered for special management or mitigation of adverse impacts if they are identified and evaluated as significant, as defined by federal and state guidelines. Under the National Environmental Policy Act (NEPA), agencies are required to consider the effects of their actions on the environment including cultural resources and determine whether actions significantly affect the quality of the human environment. Under Section 106 of the National Historic Preservation Act, federal agencies must consider cultural resources in all licensing, permitting, and funding decisions. Agencies must consult with DAHP to ensure that cultural resources are identified. Federal agencies must obtain the formal opinion of DAHP as regards each site's significance and the potential impacts of Agency actions upon the site. Under NEPA, DAHP provides formal opinions to local governments and state agencies as regards a site's significance and the potential impacts of proposed projects.

Resources are typically defined as significant or potentially significant if they are identified as of special importance to an ethnic group or Indian tribe or if the resource is considered to meet certain eligibility criteria for local, state, or national historic registers, such as the National Register of Historic Places (NRHP). Based on NRHP assessment criteria developed by the National Park Service (NRHP 1991), resources may qualify for NRHP listing if they:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

According to the NRHP guidelines, the “essential physical features” of a property must be intact for it to convey its significance, and the resource must retain its integrity, or “the ability of a property to convey its significance.” The seven aspects of integrity are:

- *Location* (the place where the historic property was constructed or the place where the historic event occurred);
- *Design* (the combination of elements that create the form, plan, space, structure, and style of a property);
- *Setting* (the physical environment of a historic property);
- *Materials* (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property);
- *Workmanship* (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory);
- *Feeling* (a property's expression of the aesthetic or historic sense of a particular period of time), and;
- *Association* (the direct link between an important historic event or person and a historic property).

Criteria used for assessment of potential eligibility for the Washington Heritage Register are similar to NRHP criteria. Criteria to qualify include:

- Age of at least 50 years. If newer, the resource should have documented exceptional significance.
- The resource should have a high to medium level of integrity.
- The resource should have documented historical significance at the local or state level.

Potential eligibility for historic registers is related to a site or structure’s integrity and historical significance, as well as its age. Integrity is defined as the “ability of a property to accurately represent the past through original design qualities, materials, landscape, setting, etc.” (OAHF n.d.). For historic structures, integrity of design and materials may often be established by consideration of the original construction details, subsequent changes, and the permanence of any changes, alterations, or additions. Alterations to original structural features and the original

interior or exterior plan, and qualities such as landscape and setting evocative of the past can all affect a property's integrity.

Impacts to cultural resources typically result from activities that occur in the vicinity of the resource. Ground disturbing, excavation, earthmoving, and construction activities can all cause adverse impacts to buried archaeological deposits. Demolition, relocation, partial removal of structural elements, the addition of new features, and changes in the surrounding historical context can cause adverse impacts to aboveground historic resources such as historic roads or structures.

### **Review of Correspondence**

WSHS staff contacted Suquamish Tribe and Tulalip Tribes cultural resources staff to identify tribal knowledge of archaeological sites or traditional cultural places (TCPs) in the project area. As of this writing, no response has been received from Tulalip Tribes cultural resources personnel. Suquamish Archaeologist Dennis Lewarch (letter, to M. Berger, 25 September 2006, WSHS, Inc., Bainbridge Island, Washington) has indicated that the APE is within the area traditionally used by the Suquamish Tribe and it is directly east of the Tribe's adjudicated Usual and Accustomed Fishing Places, but there are no Suquamish ethnographic villages or other TCPs in the proposed APE.

City of Shoreline forwarded two stakeholder comment letters to WSHS, received by the City in the scoping period for the project (Shoreline Historical Museum Board of Trustees, letter, to City of Shoreline, 16 January 2007, WSHS, Inc., Bainbridge Island, Washington; T. Tallman, electronic transmittal, to City of Shoreline, n.d., WSHS, Inc., Bainbridge Island, Washington). Comments highlight a number of properties in and near the APE dating to the first half of the twentieth century. Many of these buildings were inventoried in the course of a survey of Shoreline prepared for the King County Historic Preservation Program (Copass 1996). Listing on this local register is appropriate due to the local level of historic significance conveyed by the properties. WSHS evaluated all properties located within the APE that are 40 years old or older. David Harvey assessed each of these properties for their historic significance, i.e. their eligibility for listing on the NRHP (see "Historic Resources Survey" below).

### **Survey Expectations, Methodology, and Results**

Field methodology was developed to inspect the project area, assess the potential for cultural resources within the APE, and to evaluate potential effects of construction, operational, secondary, and cumulative impacts of the proposed project on cultural resources. Based on review of the local ethnographic and archaeological literature, the archaeological record for the project area is virtually unknown. However, potential pre-contact archaeological site types may include midden deposits, lithic manufacture sites, trails, and short-term resource procurement and processing camps. Historic archaeological site types such as evidence for logging operations, homesteads, commerce, transportation, and trails may also be possible in the project area. Potential historic property types in the project area, as suggested by local historical contexts, may include residential or commercial structures, and transportation infrastructure.

### ***Archaeological Survey***

Based on the ethnographic, archaeological, and environmental contexts for the project area, the potential that the APE contains potentially significant archaeological materials is considered to be low. The local area contains two areas that may have been loci of hunting, plant gathering, and other activities: Echo Lake and Ronald Bog. However, there are no ethnographic names recorded for either of these landscape features or associated archaeological sites. Furthermore, the project area's situation on an upland relatively removed from running fresh water and marine resources in what was, prior to logging, a densely forested area suggests that it would not have been a preferred location for settlement. As such, the current project area is not likely to contain evidence of long-term habitation or other behaviors likely to create potentially significant archaeological sites. Construction of existing roadways, utilities, roadside ditches, and urban commercial and residential development in and adjacent to the project area have almost certainly compromised any cultural resources potential the project area may have had prior to development (Figure 3). Natural sedimentary deposition has been minimal in the project area, decreasing the likelihood that buried archaeological materials are present.



**Figure 3.** Typical conditions observed during archaeological survey of Aurora Avenue North Multimodal Corridor: North 165<sup>th</sup> Street to North 205<sup>th</sup> Street.

Archaeological fieldwork, conducted by Margaret Berger on August 22, 2006 in dry, cloudy conditions, consisted of visual reconnaissance of the APE. Subsurface testing was not included due to the pervasiveness of impervious surfaces in the project area, the presence of buried utilities, previous road and roadside ditch construction, and the location of the portions of the

project area on private property. Visibility was considered to be poor because the ground surface is obscured by artificial surfaces and vegetation throughout the APE. There were no exposures of native sediments visible in the project area.

No indications of archaeological deposits or potentially significant archaeological materials were identified in the APE. Based on the results of field reconnaissance, the depositional context of the project area, and previous impacts in the APE, the probability that buried intact cultural resources exist in the project area is considered to be low. No archaeological resources were identified in the course of this assessment.

### ***Historic Resources Survey***

David Harvey, Historian (Northwest Cultural Resources Services), conducted historic resources background research and field reconnaissance. Prior to field observations and survey of the built environment in the APE, a review of historical records, files and inventory forms was conducted of the following sources:

- Department of Archaeology and Historic Preservation, Olympia
- King County Historic Preservation Program, Seattle
- Shoreline Historical Museum
- City of Shoreline Planning Department
- Washington State Archives, Puget Sound Branch, Bellevue
- King County Assessor's Records, Seattle
- Historical reference section at the Mid-Columbia Library, Kennewick Branch

Literature review included two previous studies in the vicinity of the current APE (CH2M Hill 2001; Copass 1996). Field survey activities included a pedestrian survey of Aurora Avenue North between 165<sup>th</sup> and 205<sup>th</sup> and other areas in the APE. Photographic documentation was conducted of representative historical resources in the APE, especially those properties 40 years or older, as determined by available information; however, many of these structures have been substantially altered and/or replaced (Table 1).

At the inception of the project, the APE was drawn to include entire parcels even though no structures will be physically impacted by Aurora Avenue improvements. Inventory forms have been prepared for those structures that appear to retain meaningful integrity of original design and that are older than 40 years. Factors used to decide which buildings to inventory included a documented date of construction and physical remains that indicated likely age for the structure. One building, now Shoreline Cars and Trucks, was inventoried without a construction date because the style of the building reflects its likely age.

Inventory forms for all inventoried structures were completed on DAHP database forms. The older Washington State historic property inventory forms are included in Appendix B for NRHP-eligible properties.

**Table 1.** Buildings 40 years old or older in the APE.

Address	Year Built	Historic Name/ Inventory Status
16526 Aurora Ave.	1948	Shoreline Motel <i>Inventoried</i>

**Current Name**

Shoreline Motel



**Comments and NRHP Assessment**

This motel complex appears to have been minimally modified.

Ineligible

16708 Aurora Ave.	1930	Charmland Dance Hall <i>Inventoried</i>
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**Current Name**



The façade of this structure has been extensively modified/re-modeled.

Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
16716 Aurora Ave.	1945	World War II Surplus Store <i>Not Inventoried</i>	Club Hollywood	There is no evidence that any of the original structure remains. This building appears to be of recent construction.



Ineligible

16731 Aurora Ave.	Unknown	Shoreline Cars & Trucks <i>Inventoried</i>
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Shoreline Cars & Trucks



This commercial building likely was originally a house. The windows, doors and façade have all been substantially altered.

Ineligible

**Address**  
16737  
Aurora Ave.

**Year Built**  
Unknown

**Historic Name/  
Inventory Status**  
Unknown  
*Not Inventoried*

**Current Name**  
Tobacco Lane



**Comments and NRHP Assessment**  
This T-11 clad structure has been substantially modified through time. A date for original construction is not available.

Ineligible

17000  
Aurora Ave.

1948

Bookery Building/Grocery Store  
*Inventoried*

Northwest Discount World



The stucco exterior of this building has been altered to a degree—e.g., the doors and what appears to have been an awning—however the exterior seems to be essentially intact.

Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
17001 Aurora Ave.	1930	Parker's Ballroom <i>Previously Inventoried</i>	Parker's Sports Bar	This structure was inventoried as part of an earlier project.



Ineligible

17010 Aurora Ave.	1947	Furnace Store <i>Not Inventoried</i>	Pawn Exchange	The exterior of this building appears to have been substantially re-modeled. The façade appears to be new.
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Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
17028 Aurora Ave.	1943	Barber Shop <i>Not Inventoried</i>	Taboo Video	This building appears to have been substantially re-modeled with major modifications to façade, awning, windows and doors.



Ineligible

17203 Aurora Ave.	1914, 1923-41	Auto Cabins, Carter Cabins <i>Inventoried</i>	Private residence	This auto court retains significant integrity. See discussion below.
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Eligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
17214 Aurora Ave. (17220 Ronald Pl. N.)	1941, 1945, 1947	Motel <i>Inventoried</i>	Del-Bet Printing, Smitty's Barbershop, African Hairbraiding, apartments	Several of these structures have had modifications to windows, doors, siding, and facades.  Ineligible
17244 Aurora Ave.	1949	Aurora Rents <i>Not Inventoried</i>	Aurora Rents	Extensively re-modeled, there is little, if any, evidence of the original structure.  Ineligible



Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
Ronald Place N., 173 <sup>rd</sup> - 180 <sup>th</sup> (three segments)	1911	North Trunk (Brick) Road <i>Inventoried</i>	Brick Road	See text below for discussion of the historical significance of this property.



Eligible

17550 Aurora Ave.	1958	Tube & Lube/Gas Station <i>Inventoried</i>
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Car City Used Cars & Trucks



This two-bay service station has been converted to a used car/truck dealership.

Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
17560 Aurora Ave.	Unknown	Unknown <i>Not Inventoried</i>	Lakeside Motors	Architectural style of this building suggests that it is modern, not historic.



Ineligible

17839 Aurora Ave.	1928	Ronald Methodist Church <i>Not Inventoried</i>	Ronald U.M. Church	The 1928 construction date in the database appears to be incorrect. Dates on the cornerstones indicate dates of 1957 on one wing of the church, and 1925/1967 on the other. There is no evidence of the 1925 structure.
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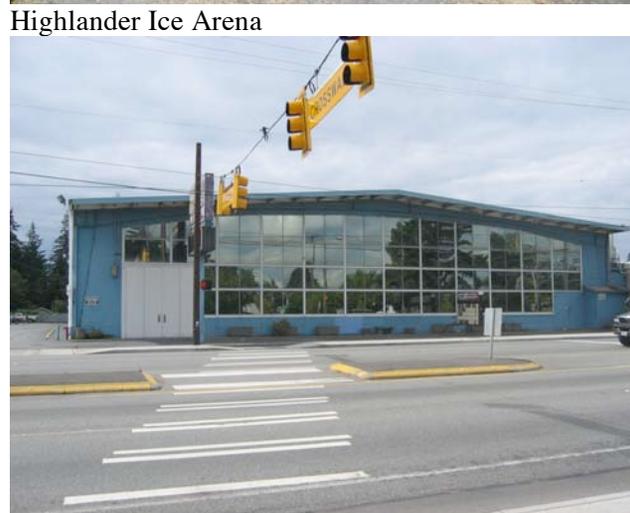
Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
18004 Midvale Ave. N.	1921	Private home <i>Inventoried</i>	Private home	This private residence appears to have had minimal alterations.



Ineligible

18005 Aurora Ave.	1962	Highlander Ice Arena <i>Inventoried</i>	Highlander Ice Arena	The exterior of this structure appears to be basically original.
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Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
18025 Aurora Ave.	1930	Tommy Tuckers <i>Inventoried</i>	Darrell's Billiards & Tavern	The original exterior of this building appears to be essentially intact.



Ineligible

18413 Aurora Ave.	1935	Nelson Drug Store Building <i>Not Inventoried</i>	Spiro's Pizza & Pasta	The exterior of this building appears to have been substantially altered: the façade is very recent.
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Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
18419 Aurora Ave.	1916	Evan's Grocery <i>Not Inventoried</i>	Not occupied	The exterior of this single-story building is clad in T-111 siding and corrugated metal. The windows also appear to have been altered.



Ineligible

19502 Aurora Ave.	1923	Erickson House <i>Inventoried</i>	Scott's House	See text below for discussion of significance for this property.
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Eligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
19508 Aurora Ave.	1928	Melby's Echo Lake Tavern <i>Inventoried</i>	Echo Lake Tavern	See text below for discussion of significance for this property.



Eligible

19522 Aurora Ave.	1941	Motel <i>Inventoried</i>	Echo Lake Apartments	There have been substantial alterations to the motel units and office building including the exterior stairway and the awning over the motel units.
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Ineligible

Address	Year Built	Historic Name/ Inventory Status	Current Name	Comments and NRHP Assessment
19918 Aurora Ave.	1934	"Sample" Model Cabin <i>Not Inventoried</i>	Top Tattoo	<p>The sample model cabin appears to have been substantially altered multiple times and added to as a commercial building. Original clapboard siding has been replaced with T-111 in places and many of the windows do not appear to be original.</p> <p>Ineligible</p>



A preliminary evaluation of buildings forty years or older in the APE has determined that four properties are eligible for listing in the National Register of Historic Register (NRHP) (Table 2). Washington State historic property inventory forms have been prepared for these properties and are attached as Appendix B.

**Table 2.** Historic properties in Aurora Avenue North Multimodal Corridor APE.

<b>Address (Aurora Avenue North except as noted)</b>	<b>Year Built</b>	<b>Historic Name</b>	<b>Current Name/Status</b>
17203	1914, 1923-41	Auto Cabins	Private residence; cabins not occupied
Ronald Place North, 173 <sup>rd</sup> -180 <sup>th</sup> (three segments)	1911-1914	North Trunk (Brick) Road	Brick Road, Ronald Place North
19502	1923	Erickson House	Scott House
19508	1928	Melby's Echo Lake Tavern	Echo Lake Tavern

***Auto Cabins - 17203 Aurora Avenue***

The one room, wood frame, gable roof “Auto Cabins,” constructed near the Ronald Interurban rail station, provided accommodations to the increasing numbers of travelers on Aurora Avenue North/U. S. Highway 99, and provided housing for employees of the Interurban rail line. Seven cabins were built between 1921 and 1943 around a 1914 Craftsman bungalow in a motor court configuration, with attached carports. During the 1960s, the cabins became the Gartley Motel.

The Auto Cabins are recommended eligible for inclusion in the National Register under criterion A due to their association with early auto-oriented, commercial development along Pacific Highway/Aurora Avenue North. While two of the cabins have been demolished and the other cabins are not occupied and are in varying degrees of deterioration, the overall complex has retained integrity of location, setting, design and materials that is representative of motor courts that once existed in large numbers along U. S. Highway 99/Aurora Avenue North.

***North Trunk (Brick) Road - Ronald Place North (3 segments)***

Completed in 1914 and located in several segments along Ronald Place North, east of Aurora Avenue North and north and south of 175<sup>th</sup> Street, it is the last exposed section of the original brick auto road that followed Aurora Avenue from 85<sup>th</sup> Street in Seattle to 205<sup>th</sup> Street in Shoreline.

In Shoreline, residential and commercial development expanded after the opening of the North Trunk Road. The North Trunk Road was a paved brick highway that soon became part of the Pacific Highway, a continuous paved route completed from Mexico to Canada in 1923. During the 1930s, most of the brick road was covered with concrete during the construction of Aurora Avenue.

The remnants of the North Trunk (Brick) Road on Ronald Place North are eligible for inclusion in the National Register under criterion A due to its association with the region’s commercial and residential development during the teens and 1920s. During this era development had become more auto-oriented, and centered along major arterials such as the North Trunk Road. In

Shoreline, growth spread along the Interurban rail line and the expanding road network centered along the North Trunk Road. When constructed, the brick road deviated to the northeast at 173rd Street in order to avoid Judge J. T. Ronald's house (who donated the highway right-of-way through his property) and to connect with the Ronald Interurban Station. This deviation later came to be known as Ronald Place.

While a section of the brick road north of North 175<sup>th</sup> Street was recently demolished for commercial development, the remaining segments of the Brick Road have retained variable integrity of location, design, setting, materials, workmanship, feeling and association. The segment of the road south of North 175<sup>th</sup> Street is in the worst condition with broken edges, settling, and spots with uneven surfaces. The segment north of Walgreens has retained its structural integrity. These segments are the only known surviving exposed examples of the North Trunk (Brick) Road, and one of the few brick roads left in King County. Several examples of exposed brick road exist in the South Lake Union area in the City of Seattle. One section of the Brick Road was paved over by an adjacent landowner (Key Bank) without a permit from the City of Shoreline (Alicia Sherman, personal communication 2006). This section of the Brick Road is no longer visible and the condition of the road below the asphalt is unknown. However, it is possible that the Brick Road has retained integrity beneath the pavement and therefore, impacts to that portion of the road by the current project must be considered.

Suburban development growth spread along the Interurban rail line after its completion in 1906, and the expanding road network centered along the North Trunk Road after its completion in 1914. The advent of the North Trunk Road had its antecedents in the growth of major transportation arterials throughout the Puget Sound region. Along with the introduction of transcontinental railroads in the Pacific Northwest these arterials spurred economic and residential development, which led to the demand of even faster modes of transportation and improved routes. The construction of the Seattle-Everett Interurban line along with the spread of the automobile and the construction of the North Trunk Road made travel to and from Shoreline easier and faster, which accelerated suburban growth of the region. Attracted by its rural lifestyle and accessibility to urban centers like Seattle, more and more people built farms and homes in Shoreline. Local farmers shipped their produce via the Interurban line, and later used auto vehicles along the North Trunk Road to transport their goods to distant markets. Thus, the brick-paved North Trunk Road became a crucial segment of the international Pacific Highway through the fast-growing region of north Seattle and northern King County.

### ***Erickson House - 19502 Aurora Avenue North***

The Erickson House is eligible for inclusion in the National Register under criterion A due to its association with the growth and development of the popular Echo Lake Resort, and as a housing type patterned after the popular Craftsman's bungalow style constructed throughout the Shoreline Area. Built in 1923 east of 195<sup>th</sup> and Aurora on the west shore of Echo Lake, this intact home is representative of the numerous Craftsman bungalows that were constructed during the teens and 1920s throughout the region, specifically in the residential neighborhoods adjacent to Aurora Avenue North. This fine bungalow, built by the Ericksons who were associated with the operation of the popular Echo Lake Bathing Beach that existed from the teens through the

late 1960s, is one of the last remaining properties associated with the popular resort and the early recreation history of Shoreline.

### ***Echo Lake Tavern - 19508 Aurora Avenue North***

This popular tavern, although slightly altered, is one of the few commercial buildings that remain intact from the 1920s in Shoreline. The Echo Lake Tavern is eligible for inclusion in the National Register under criterion A due to its association with the commercial development of Aurora Avenue North and its role as a social center for the Echo Lake community. Its construction in 1928 corresponds to a time when automobile traffic was increasing along Aurora Avenue North, and the nearby Echo Lake Bathing Beach was a popular recreation destination. It continued to serve as a popular community center after the closure of the bathing beach and resort.

### **Environmental Consequences**

Here we identify the proposed project's environmental consequences for cultural resources. There are no recorded archaeological sites or ethnographic places in the project area and none was identified in this study. As a result, there are no anticipated construction or operational impacts to archaeological or ethnographic sites and once constructed, the project would not generate any operational impacts to archaeological sites. The paucity of archaeological sites identified by previous investigations in the Shoreline area is likely an artifact of local ground disturbance due to previous road construction, residential, commercial, and industrial development rather than an accurate reflection of past human land use practices. Any as-yet unknown potentially eligible archaeological sites, if discovered in construction and avoidance is impossible, could be subject to mitigation.

### ***Construction Impacts***

In certain locations, the City may purchase property and negotiate property improvements during the right-of-way acquisition phase of the project, which will be conducted in conjunction with roadway improvements. The exact locations of these improvements have yet to be determined but they will occur within the proposed APE (Appendix A). None of these impacts will require structural alterations to any of the historic properties in the APE.

Construction impacts to the historic properties identified in the APE may consist of right-of-way encroachment, temporary construction easements, and related improvements, such as driveway construction, landscaping, and retaining walls. These impacts will occur throughout the project within approximately 20 feet of the future Aurora Avenue roadway and, with the exception of improvements proposed under Alternatives A and B in the current location of the southernmost segment of the Brick Road (from North 173<sup>rd</sup> Street to North 175<sup>th</sup> Street), do not have the potential to affect any historic properties.

The following impacts are common to all three action alternatives (Alternatives A, B, and C). In the vicinity of North 195<sup>th</sup> Street, improvements to Aurora would not extend east beyond the existing right-of-way line at the intersection with North 195<sup>th</sup> Street. Improvements to Echo Lake Place, including an access road for Echo Cove Condominium, will require right-of-way acquisition including a portion of the Erickson House property. The parcel on which the

Erickson bungalow is situated is located in the APE, but the house itself is several feet from the area proposed to be physically altered by construction of the project. Construction of roadway improvements is not expected to alter any of the factors that qualify the House as eligible for the NRHP and as such, a finding of “no effect” is recommended. In the case of the Echo Lake Tavern, the street parking in front of the building is proposed to be replaced with sidewalk. Similarly, in the vicinity of the Auto Cabins, the short-term presence of construction equipment and the potential replacement of one impervious surface with another are not expected to affect the historic property. A determination of “no effect” is recommended for these construction impacts to the Auto Cabins and the Echo Lake Tavern.

Anticipated construction impacts to historic properties vary by alternative as follows.

### **No Action Alternative**

If the project is not constructed, there will be no construction impacts to historic properties; however, continued use of the Brick Road could result in on-going deterioration of the roadway surface.

### **Alternative A**

Alternative A includes widening the roadway to the east in the vicinity of the intersection with North 175<sup>th</sup> Street, near Ronald Place North. This alternative would place the sidewalk and amenity zone and BAT lane on the east side of Aurora onto the southwesternmost 20 feet of Ronald Place North where it joins Aurora south of North 175<sup>th</sup> Street, and the northwesternmost 20 feet of Ronald Place North where it intersects Aurora north of the Walgreens. Alterations to Ronald Place North in these two locations, where the pavement already covers part of the Brick Road, would be relatively minor and would not change any of the characteristics that make the Road eligible for the NRHP to the degree that its integrity would be compromised. Therefore, it is recommended that construction impacts would not constitute an adverse effect on the Brick Road. This alternative also places the BAT lane and the sidewalk and amenity zone in the present location of the Aurora Rents building (17244 Aurora Avenue North) and the Key Bank building (17500 Aurora Avenue North). As a result, Aurora Rents and Key Bank may desire to relocate and this may generate secondary impacts to the Brick Road east of the Aurora Rents and Key Bank properties (see “Secondary Impacts” below). Improvements in the vicinity of the Auto Cabins (17203 Aurora Avenue North) will consist of installation of the sidewalk and amenity zone in an area that is currently paved.

### **Alternative B**

This alternative also includes widening of the roadway to the east in the area of the North 175<sup>th</sup> Street intersection, near Ronald Place North. As in Alternative A, this alternative would place the sidewalk and amenity zone and BAT lane on the east side of Aurora onto the southwesternmost 20 feet of Ronald Place North where it joins Aurora south of North 175<sup>th</sup> Street, and the northwesternmost 20 feet of Ronald Place North where it intersects Aurora north of the Walgreens. Alterations to Ronald Place North in these two locations, where the pavement already covers part of the Brick Road, would be relatively minor and would not change any of the characteristics that make the Road eligible for the NRHP to the degree that its integrity would be compromised. Therefore, it is recommended that construction impacts would not constitute

an adverse effect on the Brick Road. This alternative places the BAT lane and the sidewalk and amenity zone in the present location of the Aurora Rents building as well as the Key Bank building. As a result, Aurora Rents and Key Bank may desire to relocate and this may generate secondary impacts to the Brick Road east of the Aurora Rents and Key Bank properties (see "Secondary Impacts" below). Improvements in the vicinity of the Auto Cabins will consist of installation of the sidewalk and amenity zone in an area that is currently paved.

### **Alternative C**

Improvements associated with this alternative include widening of the roadway primarily to the west in the area of the North 175<sup>th</sup> Street intersection, near Ronald Place North and the Auto Cabins. This alternative includes some improvements to the east of the existing right-of-way line, which would locate the sidewalk and amenity zone on the southwesternmost 10 feet of Ronald Place North, the pavement of which covers a portion of the Brick Road. Construction is not anticipated to require the removal of any portion of the Brick Road and therefore, a determination of "no effect" is recommended. This alternative places the sidewalk, amenity zone, and BAT lane in the present location of two gas stations on the west side of the North 175<sup>th</sup> Street intersection (one each on the north and south sides of North 175<sup>th</sup> Street) and a retail building near North 200<sup>th</sup> Street. On the west side of Aurora, improvements in the vicinity of the Auto Cabins property would place the BAT lane and sidewalk and amenity zone on areas that are currently paved and used for parking. Improvements under this alternative do not require alterations to any historic properties.

### ***Operational Impacts***

For all alternatives, operation of the project after it is constructed is not expected to generate any long-term operational impacts that would affect the integrity of the historic properties identified in this report. Operational impacts could include proximity effects such as alterations to the character or setting of historic properties, noise, or vibration due to increased traffic flow. The Erickson bungalow is in the APE, but the house itself is some distance from the area proposed to be used by the project. In the case of the Echo Lake Tavern, the street parking in front of the building is proposed to be replaced with sidewalk. Use of the proposed sidewalk and amenity zone and BAT lane adjacent to the Auto Cabins property is not anticipated to affect the integrity of the Auto Cabins.

Under Alternatives A and B, operational impacts to the Brick Road will include vehicle parking, ingress, and egress. Under the No Action Alternative and Alternative C, the Brick Road would continue to function as it does today, and operational impacts would consist of deterioration over time due to exposure to the elements and continued use by vehicle traffic. If the project is not constructed, the Aurora Avenue corridor would presumably continue to function as it does now and no additional operational impacts are expected.

### ***Secondary Impacts***

Secondary impacts of the project may include subsequent development and redevelopment along the Aurora Avenue corridor and in adjacent areas, which may have the potential to affect unrecorded archaeological or historic sites. Secondary impacts of the project for Alternatives A, B, and C may include increased noise and vibration from overflow traffic during construction;

this secondary impact is not expected to affect the historic properties identified in this report. Under Alternatives A and B, an anticipated secondary impact of the project is the displacement and relocation of Aurora Rents and Key Bank, and related redevelopment east of Aurora Avenue North between North 173<sup>rd</sup> Street and North 175<sup>th</sup> Street, in the location of that segment of the Brick Road between North 173<sup>rd</sup> Street and North 175<sup>th</sup> Street. As described above, this segment of the Brick Road has the least structural integrity of the identified segments within the project APE. If businesses redevelop in this location, a finding of “no adverse effect” is recommended because the section of the Brick Road here is already deteriorated. Likewise, should this segment of the Brick Road be paved over in the course of private redevelopment, or if bricks are removed, a determination of “no effect” is recommended.

### ***Cumulative Impacts***

The cumulative impacts of this and future projects consist of the potential to disturb cultural resources such as archaeological and historic sites over a broader area. A review of the historic development trends and road modifications along Aurora Avenue North, however, seem to indicate continual high-density commercial and residential development along the City of Shoreline’s major arterials could seriously impact the integrity of the few remaining historic properties along Aurora Avenue North. The APE was once the setting of a large number of single family residences, small businesses, motor courts, restaurants/diners, road houses, and small shopping centers, all part of low density development that characterized the Interurban/North Trunk Road and early auto-oriented eras (1910-1945) along Aurora Avenue North.

Because of development pressures and changing demographics and consumer tastes over the past decade, many historic resources from the earlier eras have been seriously modified and/or demolished to make way for upscale, commercial development. Because of escalating real estate prices in Seattle, the City of Shoreline and Aurora Avenue North has been the setting of an unprecedented construction boom in the form of larger shopping centers, mini business parks, chain restaurants and stores, upscale shops and cafes, and higher density residential units (apartments, condominiums), which offer “easy access” to the Greater Seattle metropolitan area via Aurora Avenue North and Interstate 5.

For example, commercial development pressures and road modifications along Aurora Avenue North have already altered the historic Brick Road along Ronald Place North in the vicinity of 175<sup>th</sup> and Aurora. Building and parking lot construction along Ronald Place North has divided the historic road into three segments that continue to deteriorate due to neglect and application of asphalt patches to repair damaged brick. Along with higher density commercial development, changing consumer tastes and preferences have essentially put out of business former motor courts like the Auto Cabins south of 175<sup>th</sup> and Aurora. Situated between two car dealerships, the former motor court is victim to a more affluent and mobile society that no longer patronizes smaller motels or motor courts in major metropolitan areas as it did during the earlier auto-oriented, historic eras along Aurora Avenue North.

Continual higher density residential and commercial development and road modifications and expansions along Aurora Avenue North have the potential to seriously erode the physical

integrity of the remaining historical resources in the Aurora Avenue Corridor. For each of the proposed alternatives, construction, operational, secondary, and cumulative effects are not anticipated to adversely affect the identified historic properties in the APE except for the Brick Road. Modifications to the APE in the vicinity of the Auto Cabins, Erickson House, and Echo Lake Tavern will not have any significant adverse visual, proximity, or other effects. Furthermore, they will occur in areas where integrity has previously been altered.

As mentioned above, Alternatives A and B both may generate secondary impacts to the Brick Road. Private redevelopment, independent of the project under consideration in this assessment, could potentially lead to the removal or paving of the segment of the Brick Road on Ronald Place North between North 173<sup>rd</sup> Street and North 175<sup>th</sup> Street.

In the event that any ground-disturbing or other construction activities result in the inadvertent discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the Department of Archaeology and Historic Preservation (DAHP), and tribal representatives. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should immediately be halted in the discovery area, the remains covered and secured against further disturbance, and communication established with county administrative and law enforcement personnel, DAHP, and authorized tribal representatives.

This document should be submitted by City of Shoreline to appropriate review personnel of the Suquamish Tribe, Tulalip Tribes, and DAHP or other interested parties for review prior to the initiation of any land-altering activities.

### **Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts to any cultural resources are anticipated for this project. Should any potentially significant unknown archaeological sites be discovered in construction and it is not possible to avoid them, significant unavoidable adverse impacts would occur. These impacts may potentially be minimized through development and implementation of mitigation measures appropriate to the nature and extent of discovered sites. As currently proposed, the project will not have any significant unavoidable adverse impacts although secondary impacts due to private development have the potential to impact the southernmost portion of the Brick Road. The City of Shoreline has a funded capital improvement project to develop a heritage park along Aurora Avenue, including interpretive materials regarding the Brick Road. Development of the park would incorporate previously salvaged materials from the Brick Road and would include interpretive panels to convey the importance of the Brick Road in Shoreline history. This project has the support of the Shoreline Historical Society. Should project plans alter to include actions with significant adverse impact, it would be necessary to develop mitigation measures to reduce impacts below the threshold of significance.

### **Limitations of this Assessment**

No cultural resources study can wholly eliminate uncertainty regarding the potential for prehistoric sites, historic properties or TCPs to be associated with a project. The information presented in this report is based on professional opinions derived from our analysis and

interpretation of available documents, records, literature, and information identified in this report, and on our field investigation and observations as described herein. Conclusions and recommendations presented apply to project conditions existing at the time of our study and those reasonably foreseeable. The data, conclusions, and interpretations in this report should not be construed as a warranty of subsurface conditions described in this report. They cannot necessarily apply to site changes of which WSHS is not aware and has not had the opportunity to evaluate.

It should be recognized that this assessment was not intended to be a definitive investigation of potential cultural resources concerns within the project area of potential effect. Within the limitations of scope, schedule and budget, our analyses, conclusions and recommendations were prepared in accordance with generally accepted cultural resources management principles and practice in this area at the time the report was prepared. We make no other warranty, either express or implied. These conditions and recommendations were based on our understanding of the project as described in this report and the site conditions as observed at the time of our site visit.

This report was prepared by WSHS for the sole use of City of Shoreline. Our conclusions and recommendations are intended exclusively for the purpose outlined herein and the project indicated. The scope of services performed in execution of this investigation may not be appropriate to satisfy the needs of other users, and any use or re-use of this document, including findings, conclusions, and/or recommendations, is at the sole risk of said user. If there is a substantial lapse of time between the submission of this report and the start of construction, or if conditions have changed due to project (re)design, or appear to be different from those described in this report, WSHS should be notified so that we can review our report to determine the applicability of the conclusions and recommendations considering the changed conditions.

### **Contacts**

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6700 Totem Beach Road

Tulalip, WA 98271-9694  
360-651-3310

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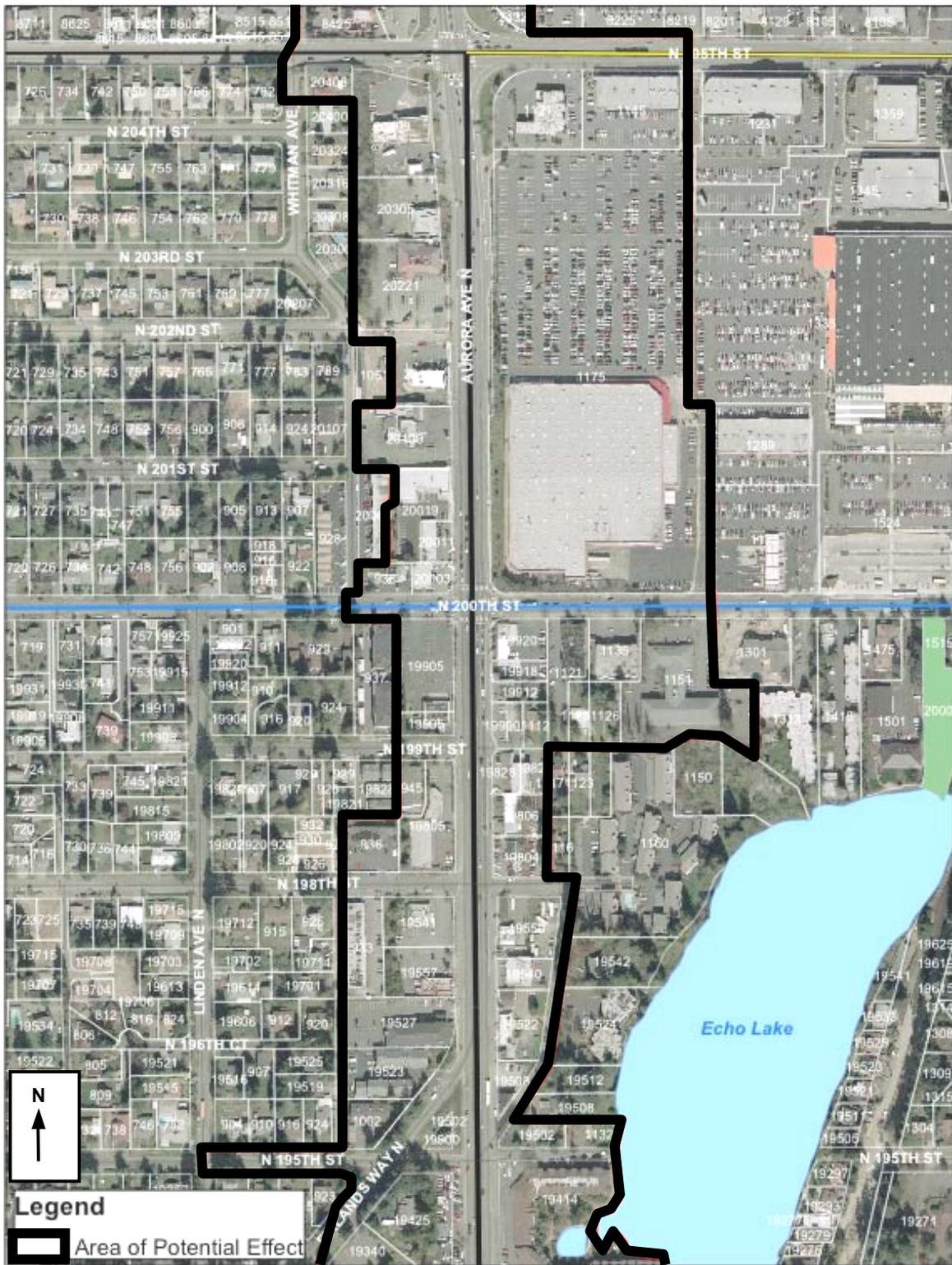
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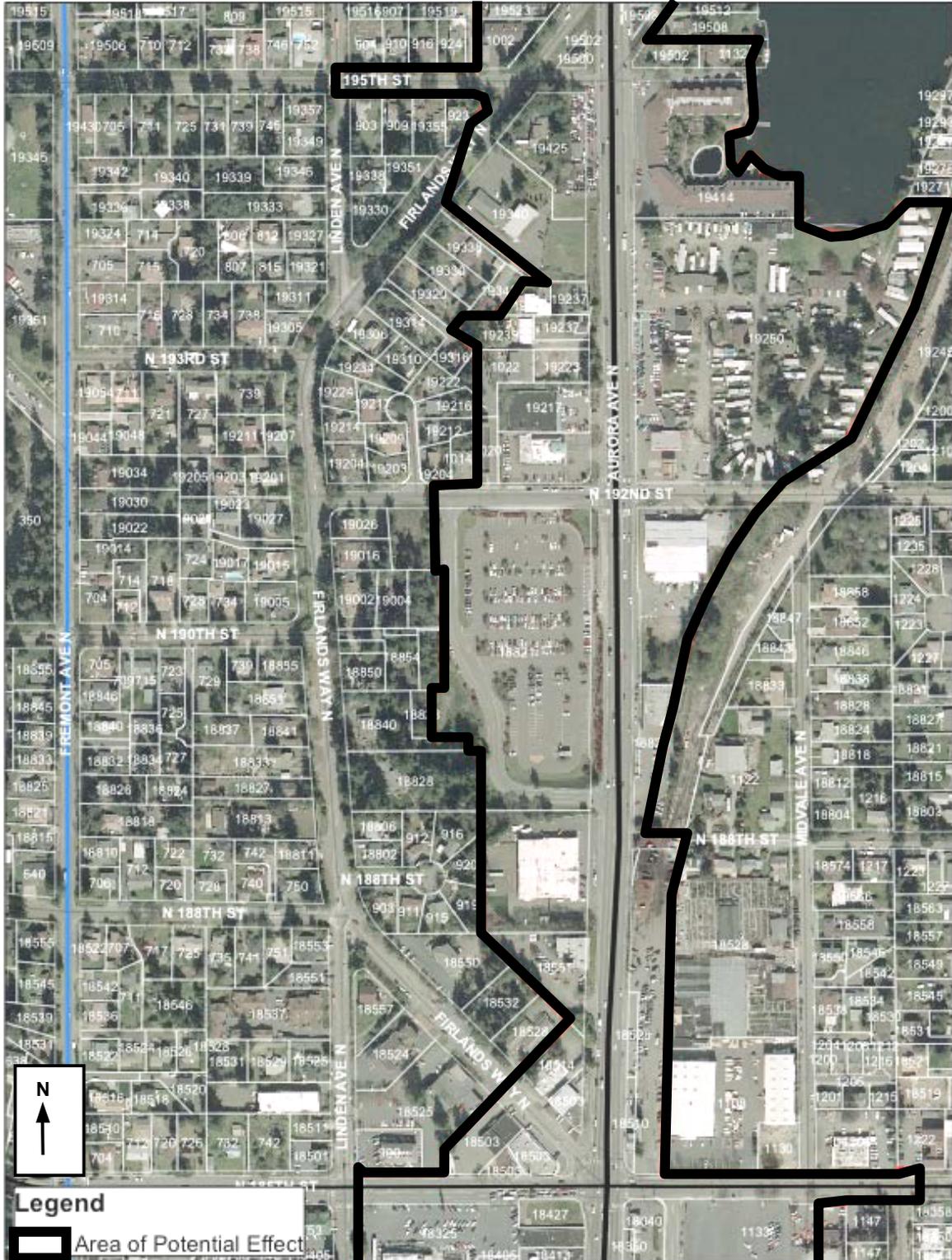
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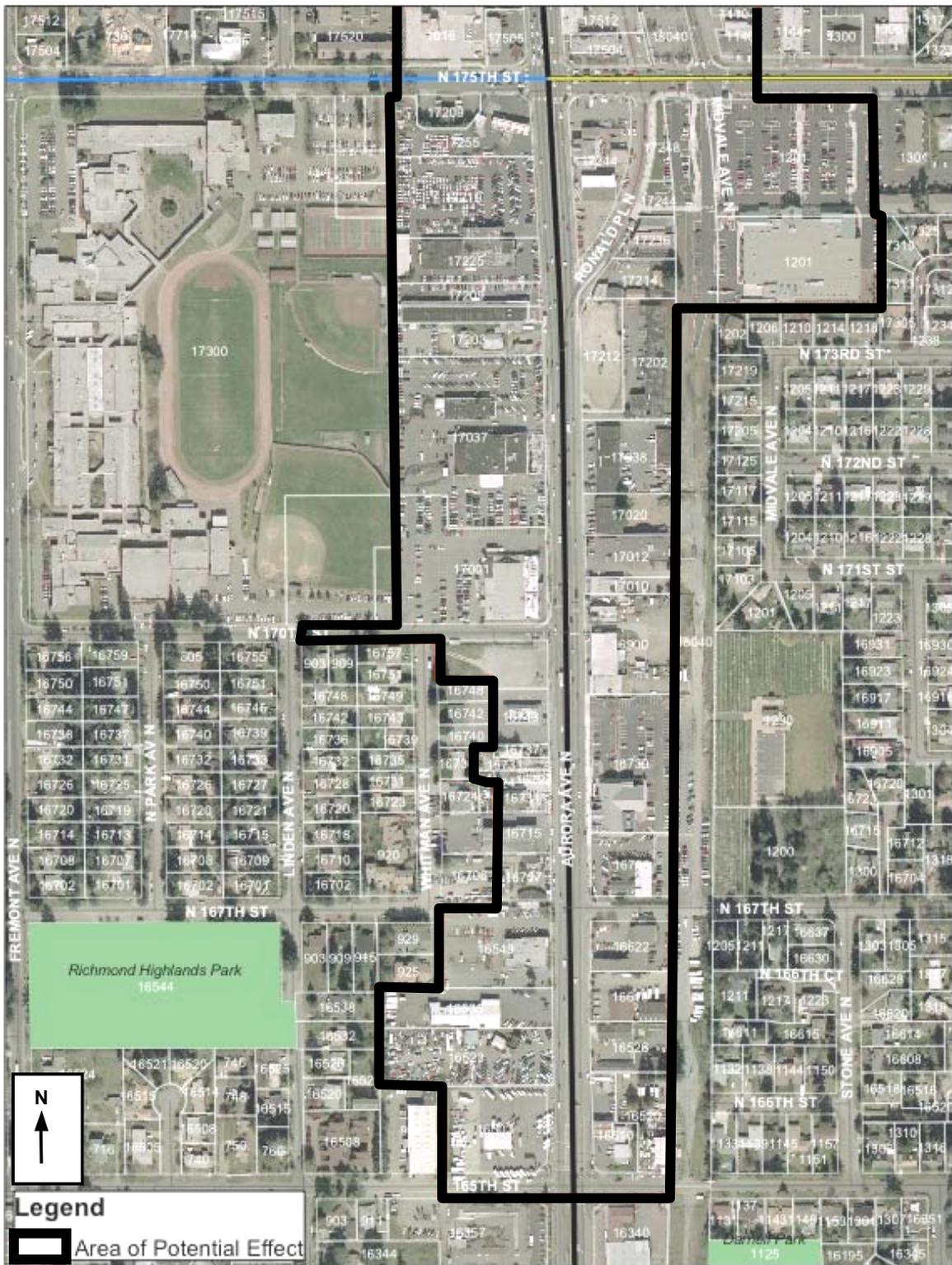
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**Appendix B.** Washington State Historic Property Inventory Forms.

# HISTORIC PROPERTY INVENTORY FORM

State of Washington, Office of Community Development  
 Department of Archaeology and Historic Preservation  
 1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
 PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3066

## IDENTIFICATION SECTION

Field Site No. 1182 OAHF No. DATE RECORDED 8/20/06  
 Site Historic Name: Auto Cabins  
 Common Name: Other Name:

Field Recorder David Harvey  
 Owner's Name Linda Minarcin  
 Address 17203 Aurora Avenue North  
 City/State/Zip Code Shoreline WA 98133

## LOCATION SECTION

Address 17203 Aurora Avenue North  
 City/Town/County/Zip Code Shoreline King 98133  
 Twp. 26 North Range 4 East Section 7 ¼ Section ¼ ¼ Section  
 Tax No./Parcel No. 0726049079 Acreage  
 Quadrangle or map name Edmonds East, WA 7.5 Series  
 UTM References Zone 10 Easting Northing  
 Plat/Block/Lot  
 Supplemental Map(s)

### Status

- Survey/Inventory
- National Register
- State Register
- Determined Eligible
- Determined Not Eligible
- Other (HABS, HAER, NHL)
- Local Designation

### Classification

- District
- Site
- Building
- Structure
- Object

### District Status

- NR
- SR
- LR
- INV

- Contributing
- Non-Contributing

### Photography

Photography Neg. No. Digital photographs  
 (Roll No. & Frame No.)  
 View of  
 Date August 2006

District/Thematic Nomination Theme

## DESCRIPTION SECTION

### Materials & Features/Structural Types

Building Type Commercial  
 Plan Rectangular  
 Structural System Wood frame  
 No. of Stories One and One-and-a-half

### Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Hip
- Pyramidal
- Shed
- Other (specify)

### Roof Material

- Wood Shingle
- Composition
- Wood
- Build-Up
- Tile
- Metal
- (specify)
- Other
- (specify)
- Not visible

### Foundation

- Log
- Post & Pier
- Stone
- Brick
- Concrete
- Block
- Poured
- Other (specify)
- Not visible

### Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding:
- Rustic/Drop
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Concrete/Concrete reinforced
- Vinyl/Aluminum Siding

- Stucco
- Clapboard
- Brick
- Stone
- Terra Cotta
- Metal
- (specify)
- Other
- (specify)

### Architectural Styles

- American Foursquare
- Art Deco
- Arts & Crafts
- Beaux Arts
- Colonial
- Commercial
- Exotic
- French
- Gothic
- Greek Revival
- Italian
- Modern
- Queen Anne
- Ranch
- Roadside
- Spanish
- Tudor
- Various

- Vernacular
- Western Falsefront
- None
- Other (specify)

### Integrity Include detailed descriptions in Description of Physical Appearance

**Intact Slight Moderate Extensive**

### Architectural Forms

Agricultural  Unknown

# HISTORIC PROPERTY INVENTORY FORM

(Continuation Sheet for text and photos)

You can edit this form by going to Tools, then select Unprotect document.

State of Washington, Office of Community Development  
Office of Archaeology and Historic Preservation  
1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3065

Field Site No. 1182      OAHP No.      DATE RECORDED 8/20/06  
Site Historic Name: Auto Cabins  
Common Name:      Other Name:



# HISTORIC PROPERTY INVENTORY FORM

State of Washington, Office of Community Development  
 Department of Archaeology and Historic Preservation  
 1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
 PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3067

## IDENTIFICATION SECTION

Field Site No. 1155 OAHF No. DATE RECORDED 8/20/06  
 Site Historic Name: Melby's Echo Lake Tavern  
 Common Name: Echo Lake Tavern Other Name:

Field Recorder David Harvey  
 Owner's Name Joe Kalitovic  
 Address 24005 52<sup>nd</sup> West  
 City/State/Zip Code Mountlake Terrace WA 98043

## LOCATION SECTION

Address 19508 Aurora Avenue North  
 City/Town/County/Zip Code Shoreline King 98133  
 Twp. 26 North Range 4 East Section 6 ¼ Section ¼ ¼ Section  
 Tax No./Parcel No. 2232500015 Acreage  
 Quadrangle or map name Edmonds East, WA 7.5 Series  
 UTM References Zone 10 Easting Northing  
 Plat/Block/Lot Echo Park, Lots 2-3  
 Supplemental Map(s)

### Status

- Survey/Inventory
- National Register
- State Register
- Determined Eligible
- Determined Not Eligible
- Other (HABS, HAER, NHL)
- Local Designation

### Classification

- District
- Site
- Building
- Structure
- Object

### District Status

- NR
- SR
- LR
- INV

- Contributing
- Non-Contributing

District/Thematic Nomination Theme

### Photography

Photography Neg. No. Digital photographs  
 (Roll No. & Frame No.)  
 View of  
 Date August 2006

## DESCRIPTION SECTION

### Materials & Features/Structural Types

Building Type Commercial  
 Plan Triangular  
 Structural System Wood frame  
 No. of Stories Two

### Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Hip
- Pyramidal
- Shed
- Other (specify)

### Roof Material

- Wood Shingle
- Composition
- Wood
- Build-Up
- Tile
- Metal
- (specify)
- Other
- (specify)
- Not visible

### Foundation

- Log
- Post & Pier
- Stone
- Brick
- Concrete
- Block
- Poured
- Other (specify)
- Not visible

### Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding:
- Rustic/Drop
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Concrete/Concrete reinforced
- Vinyl/Aluminum Siding

- Stucco
- Clapboard
- Brick
- Stone
- Terra Cotta
- Metal
- (specify)
- Other
- (specify)

### Architectural Styles

- American Foursquare
- Art Deco
- Arts & Crafts
- Beaux Arts
- Colonial
- Commercial
- Exotic
- French
- Gothic
- Greek Revival
- Italian
- Modern
- Queen Anne
- Ranch
- Roadside
- Spanish
- Tudor
- Various

- Vernacular
- Western Falsefront
- None
- Other (specify)

**Integrity** Include detailed descriptions in Description of Physical Appearance

**Intact Slight Moderate Extensive**

### Architectural Forms

Agricultural  Unknown

Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Utilitarian
Changes to windows	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Hotel/ Motel	<input type="checkbox"/> None
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Industrial	<input type="checkbox"/> Other (specify)
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Multi- Family	
Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Single- Family	

## NARRATIVE SECTION

### Study Unit Themes

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Conservation                        | <input type="checkbox"/> Politics/Government Law           |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                           | <input type="checkbox"/> Religion                          |
| <input type="checkbox"/> Arts                                | <input checked="" type="checkbox"/> Entertainment/Recreation | <input type="checkbox"/> Science & Engineering             |
| <input checked="" type="checkbox"/> Commerce                 | <input type="checkbox"/> Ethnic Heritage (specify)           | <input type="checkbox"/> Social Movements/Organizations    |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Health/Medicine                     | <input checked="" type="checkbox"/> Transportation         |
| <input type="checkbox"/> Community Planning                  | <input type="checkbox"/> Manufacturing/Industry              | <input type="checkbox"/> Other (specify)                   |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Military                            | <input type="checkbox"/> Study Unit Sub-Theme(s) (specify) |

### Statement of Significance:

Date of Construction

Architect/Engineer/Builder 1928

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places
- In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

This popular tavern, although slightly altered, is one of the few commercial buildings that remain intact from the 1920s in Shoreline. The Echo Lake Tavern is eligible for inclusion in the National Register under criterion A due to its association with the commercial development of Aurora Avenue North and its role as a social center for the Echo Lake community. The tavern was conveniently located at the historic entrance to the Echo Lake Bathing Beach. Its construction in 1928 corresponds to a time when automobile traffic was increasing along Aurora Avenue North, and the nearby Echo Lake Bathing Beach was a popular recreation destination. The tavern is one of the last remaining properties associated with the popular resort and the early recreation history of Shoreline. It continued to serve as a popular community center after the closure of the bathing beach and resort.

### Description of Physical Appearance:

This triangular building occupies a triangular corner lot between Aurora Avenue North and Echo Lake Place North, the historic entrance to the former Echo Lake Bathing Beach. The tavern features tall distinctive 2x5 casement windows on both floors. The roofline has a parapet with a triangular projection at the center of the Aurora Avenue facade. The building features a stucco finish, which was unique for commercial buildings of that period. The north (side) façade has horizontal wood siding. The upper story windows have been replaced in the original openings with aluminium sliding windows, and a few of the lower windows have been filled in. The original rooftop "Melby's Tavern" sign has been replaced with an "Echo Lake Tavern" sign.

### Major Bibliographic References:

CH2M Hill, Inc. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street - Discipline Report, Historic and Archaeological Resources. Prepared for City of Shoreline. CH2M Hill, Inc., Bellevue, Washington

Copass, Cloantha. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, Washington.

Copass, Cloantha and A. Berlow. 1996. "Echo Lake Tavern." Historic Property Inventory Form, Office of Archaeology and Historic Preservation, Olympia, Washington.

# HISTORIC PROPERTY INVENTORY FORM

(Continuation Sheet for text and photos)

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Field Site No. 1155      OAHP No.      DATE RECORDED 8/20/06  
Site Historic Name: Melby's Echo Lake Tavern  
Common Name: Echo Lake Tavern      Other Name:

State of Washington, Office of Community Development  
Office of Archaeology and Historic Preservation  
1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3065



# HISTORIC PROPERTY INVENTORY FORM

State of Washington, Office of Community Development  
 Department of Archaeology and Historic Preservation  
 1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
 PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3061

## IDENTIFICATION SECTION

Field Site No. 0296 OAHN No. DATE RECORDED 8/21/06  
 Site Historic Name: Erickson House  
 Common Name: Other Name:

Field Recorder David Harvey  
 Owner's Name Robert and Pat Scott  
 Address 19502 Aurora Avenue North  
 City/State/Zip Code Shoreline WA 98133

## LOCATION SECTION

Address 19502 Aurora Avenue North  
 City/Town/County/Zip Code Shoreline King 98133  
 Twp. 26 North Range 4 East Section 6 ¼ Section ¼ ¼ Section  
 Tax No./Parcel No. 2232500110 Acreage  
 Quadrangle or map name Edmonds East, WA 7.5 Series  
 UTM References Zone 10 Easting Northing  
 Plat/Block/Lot  
 Supplemental Map(s)

### Status

- Survey/Inventory
- National Register
- State Register
- Determined Eligible
- Determined Not Eligible
- Other (HABS, HAER, NHL)
- Local Designation

### Classification

- District
  - Site
  - Building
  - Structure
  - Object
- District/Thematic Nomination Theme

### District Status

- NR
- SR
- LR
- INV

- Contributing
- Non-Contributing

### Photography

Photography Neg. No. Digital photographs  
 (Roll No. & Frame No.)  
 View of  
 Date August 2006

## DESCRIPTION SECTION

### Materials & Features/Structural Types

Building Type Residential  
 Plan Rectangular  
 Structural System Wood frame  
 No. of Stories One

### Roof Type

- Gable
- Flat
- Monitor
- Gambrel
- Hip
- Pyramidal
- Shed
- Other (specify)

### Roof Material

- Wood Shingle
- Composition
- Wood
- Build-Up
- Tile
- Metal
- Other (specify)
- Not visible

### Foundation

- Log
- Post & Pier
- Stone
- Brick
- Concrete
- Block
- Poured
- Other (specify)
- Not visible

### Cladding (Exterior Wall Surfaces)

- Log
- Horizontal Wood Siding:
- Rustic/Drop
- Wood Shingle
- Board and Batten
- Vertical Board
- Asbestos/Asphalt
- Concrete/Concrete reinforced
- Vinyl/Aluminum Siding

- Stucco
- Clapboard
- Brick
- Stone
- Terra Cotta
- Metal
- Other (specify)
- Other (specify)

### Architectural Styles

- American Foursquare
- Art Deco
- Arts & Crafts
- Beaux Arts
- Colonial
- Commercial
- Exotic
- French
- Gothic
- Greek Revival
- Italian
- Modern
- Queen Anne
- Ranch
- Roadside
- Spanish
- Tudor
- Various

- Vernacular
- Western Falsefront
- None
- Other (specify)

### Integrity Include detailed descriptions in Description of Physical Appearance

Intact Slight Moderate Extensive

### Architectural Forms

Agricultural  Unknown

Changes to plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Commercial	<input type="checkbox"/> Utilitarian
Changes to windows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Hotel/ Motel	<input type="checkbox"/> None
Changes to original cladding	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Industrial	<input type="checkbox"/> Other (specify)
Changes to interior	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Multi- Family	
Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Single- Family	

**NARRATIVE SECTION**

**Study Unit Themes**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Agriculture                                    | <input type="checkbox"/> Conservation              | <input type="checkbox"/> Politics/Government Law                                  |
| <input checked="" type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                 | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Arts   | <input type="checkbox"/> Entertainment/Recreation  | <input type="checkbox"/> Science & Engineering                                    |
| <input type="checkbox"/> Commerce                                       | <input type="checkbox"/> Ethnic Heritage (specify) | <input type="checkbox"/> Social Movements/Organizations                           |
| <input type="checkbox"/> Communications                                 | <input type="checkbox"/> Health/Medicine           | <input type="checkbox"/> Transportation   |
| <input type="checkbox"/> Community Planning                             | <input type="checkbox"/> Manufacturing/Industry    | <input type="checkbox"/> Other (specify)  |
| <input type="checkbox"/> Arts   | <input type="checkbox"/> Military                  | <input checked="" type="checkbox"/> Study Unit Sub-Theme(s) (specify) residential |

**Statement of Significance:**

Date of Construction

Architect/Engineer/Builder 1927

- In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places  
 In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

The Erickson House is eligible for inclusion in the National Register under criteria A and C due to its association with the growth and development of the popular Echo Lake Resort, and as a housing type patterned after the popular Craftsman's bungalow style constructed throughout the Shoreline Area. Built in 1927 east of 195th and Aurora Avenue North on the west shore of Echo Lake, this intact home is representative of the numerous Craftsman bungalows that were constructed during the teens and 1920s throughout the region, specifically in the residential neighborhoods adjacent to Aurora Avenue North. This fine bungalow, built by the Erickson's who were associated with the operation of the popular Echo Lake Bathing Beach that existed from the teens through the late 1960s, is one of the last remaining properties associated with the popular resort and the early recreation history of Shoreline.

**Description of Physical Appearance:**

This late 1920s house features numerous distinctive elements associated with the Craftsman bungalow style of architecture. This rectangular plan (40 foot x 34 foot) house is a one story, wood framed, medium pitched side gable structure with original double hung sash windows with a daylight basement facing the lake to the rear where the hillside drops away. A distinctive gable roof covers the front entry stoop, supported by classical columns.

**Major Bibliographic References:**

CH2M Hill, Inc. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street - Discipline Report, Historic and Archaeological Resources. Prepared for City of Shoreline. CH2M Hill, Inc., Bellevue, Washington

Copass, Cloantha. 1996. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, Washington.

Copass, Cloantha and Charles Sundberg. 1996. "Erickson Home." Historic Property Inventory Form, Office of Archaeology and Historic Preservation, Olympia, Washington.

# HISTORIC PROPERTY INVENTORY FORM

(Continuation Sheet for text and photos)

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State of Washington, Office of Community Development  
Office of Archaeology and Historic Preservation  
1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3067

Field Site No. 0296      OAHP No.      DATE RECORDED  
Site Historic Name: Erickson House  
Common Name:      Other Name:



# HISTORIC PROPERTY INVENTORY FORM

State of Washington, Office of Community Development  
 Department of Archaeology and Historic Preservation  
 1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
 PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3065

<b>IDENTIFICATION SECTION</b>		<b>LOCATION SECTION</b>	
Field Site No. 0093	OAHF No.	DATE RECORDED 8/15/06	Address Ronald Place North, N. 173 <sup>rd</sup> to 179 <sup>th</sup> Streets
Site Historic Name: North Trunk Road		Other Name: Ronald Place North	City/Town/County/Zip Code Shoreline King 98133
Common Name: Red Brick Road			Twp.26 North Range 4 East Section 7
Field Recorder David Harvey			1/4 Section
Owner's Name City of Shoreline			1/4 1/4 Section
Address 17544 Midvale Avenue North			
City/State/Zip Code Shoreline WA 98133			
		Tax No./Parcel No.	Acreage
		Quadrangle or map name Edmonds East, WA 7.5 series	
		UTM References Zone 10 Easting	Nothing
		Plat/Block/Lot	
		Supplemental Map(s)	

<b>Status</b>	<b>Classification</b>	<b>District Status</b>	<b>Photography</b>
<input checked="" type="checkbox"/> Survey/Inventory	<input type="checkbox"/> District	<input type="checkbox"/> NR	Photography Neg. No. Digital Photos
<input type="checkbox"/> National Register	<input type="checkbox"/> Site	<input type="checkbox"/> SR	(Roll No. & Frame No.)
<input type="checkbox"/> State Register	<input type="checkbox"/> Building	<input type="checkbox"/> LR	View of
<input type="checkbox"/> Determined Eligible	<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> INV	Date August 2006
<input type="checkbox"/> Determined Not Eligible	<input type="checkbox"/> Object		
<input type="checkbox"/> Other (HABS, HAER, NHL)			
<input type="checkbox"/> Local Designation	District/Thematic Nomination Theme		
		<input type="checkbox"/> Contributing	
		<input type="checkbox"/> Non-Contributing	

<b>DESCRIPTION SECTION</b>			
<b>Materials &amp; Features/Structural Types</b>	<b>Roof Type</b>	<b>Roof Material</b>	<b>Foundation</b>
Building Type	<input type="checkbox"/> Gable	<input type="checkbox"/> Wood Shingle	<input type="checkbox"/> Log
Plan	<input type="checkbox"/> Flat	<input type="checkbox"/> Composition	<input type="checkbox"/> Post & Pier
Structural System	<input type="checkbox"/> Monitor	<input type="checkbox"/> Wood	<input type="checkbox"/> Stone
No. of Stories	<input type="checkbox"/> Gambrel	<input type="checkbox"/> Build-Up	<input type="checkbox"/> Brick
	<input type="checkbox"/> Hip	<input type="checkbox"/> Tile	<input checked="" type="checkbox"/> Concrete
	<input type="checkbox"/> Pyramidal	<input type="checkbox"/> Metal	<input type="checkbox"/> Block
		(specify)	
	<input type="checkbox"/> Shed	<input type="checkbox"/> Other	<input checked="" type="checkbox"/> Poured
		(specify)	
	<input type="checkbox"/> Other (specify)	<input type="checkbox"/> Not visible	<input checked="" type="checkbox"/> Other (specify) sand
			<input type="checkbox"/> Not visible

<b>Cladding (Exterior Wall Surfaces)</b>	<b>Architectural Styles</b>	
<input type="checkbox"/> Log	<input type="checkbox"/> American Foursquare	<input type="checkbox"/> Greek Revival
<input type="checkbox"/> Horizontal Wood Siding:	<input type="checkbox"/> Art Deco	<input type="checkbox"/> Italian
<input type="checkbox"/> Rustic/Drop	<input type="checkbox"/> Arts & Crafts	<input type="checkbox"/> Modern
<input type="checkbox"/> Wood Shingle	<input type="checkbox"/> Beaux Arts	<input type="checkbox"/> Queen Anne
<input type="checkbox"/> Board and Batten	<input type="checkbox"/> Colonial	<input type="checkbox"/> Ranch
<input type="checkbox"/> Vertical Board	<input type="checkbox"/> Commercial	<input type="checkbox"/> Roadside
		<input type="checkbox"/> Spanish
<input type="checkbox"/> Asbestos/Asphalt	<input type="checkbox"/> Exotic	
		<input type="checkbox"/> Tudor
<input type="checkbox"/> Concrete/Concrete reinforced	<input type="checkbox"/> French	<input type="checkbox"/> Various
<input type="checkbox"/> Vinyl/Aluminum Siding	<input type="checkbox"/> Gothic	

<b>Integrity</b> <i>Include detailed descriptions in Description of Physical Appearance</i>	<b>Architectural Forms</b>
<input type="checkbox"/> Intact	<input type="checkbox"/> Agricultural
<input type="checkbox"/> Slight	<input type="checkbox"/> Unknown
<input type="checkbox"/> Moderate	
<input type="checkbox"/> Extensive	

Changes to plan	<input type="checkbox"/> Commercial	<input type="checkbox"/> Utilitarian				
Changes to windows	<input type="checkbox"/> Hotel/ Motel	<input type="checkbox"/> None				
Changes to original cladding	<input type="checkbox"/> Industrial	<input type="checkbox"/> Other (specify)				
Changes to interior	<input type="checkbox"/> Multi- Family					
Other (specify)	<input type="checkbox"/> Single- Family					

**NARRATIVE SECTION**

**Study Unit Themes**

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Conservation              | <input type="checkbox"/> Politics/Government Law   |
| <input type="checkbox"/> Architecture/Landscape Architecture | <input type="checkbox"/> Education                 | <input type="checkbox"/> Religion  |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Entertainment/Recreation  | <input type="checkbox"/> Science & Engineering   |
| <input type="checkbox"/> Commerce                            | <input type="checkbox"/> Ethnic Heritage (specify) | <input type="checkbox"/> Social Movements/Organizations                                  |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Health/Medicine           | <input checked="" type="checkbox"/> Transportation                                       |
| <input type="checkbox"/> Community Planning                  | <input type="checkbox"/> Manufacturing/Industry    | <input type="checkbox"/> Other (specify)   |
| <input type="checkbox"/> Arts                                | <input type="checkbox"/> Military                  | <input checked="" type="checkbox"/> Study Unit Sub-Theme(s) (specify) Highway/Automobile |

**Statement of Significance:**

- Date of Construction  
 Architect/Engineer/Builder 1911-14, King County Engineer Dept., J. R. Morrison  
 In the opinion of the surveyor, this property appears to meet the criteria of the National Register of Historic Places  
 In the opinion of the surveyor, this property is located in a potential historic district (National and/or local)

Completed in 1914 and located in several segments along Ronald Place North, east of Aurora Avenue North and north and south of 175<sup>th</sup> Street, it is the last exposed section of the original brick auto road that Aurora Avenue supplanted and followed through the cities of Seattle and Shoreline. The two lane, all-brick North Trunk Road was situated between 85th Street in Seattle and the County line at 205th Street in Shoreline. The construction of the North Trunk Road was the first major public road improvement project in Shoreline.

The Interurban rail line, which had paralleled the North Trunk Road, had hardly begun operation when the first signs of the auto-oriented development appeared in Shoreline with the construction of the North Trunk Road (Copass 1996b). Regional suburban development began with the construction of the Seattle-Everett Interurban rail line in 1906, and expanded after the opening of the North Trunk Road in 1914. Between 1905 and 1925, the construction of the Interurban line and the North Trunk Road made travel to and from Shoreline easier. Local farmers shipped their produce to urban centers via the Interurban line, and later used auto vehicles along the North Trunk Road to transport their goods to distant markets. The North Trunk Road became part of the Pacific Highway/U. S. 99, a continuous paved route completed from Mexico to Canada in 1923 (Copass 1996b). Automobile travel along the North Trunk Road, and later the Pacific Highway/Aurora Avenue North which supplanted it, spurred even broader commercial and residential development as suburbs grew quickly along these major arterial routes that improved access between the Seattle metropolitan area and the rest of western Washington.

The remnants of the North Trunk (Brick) Road on Ronald Place North, thus, are eligible for inclusion in the National Register under criterion A due to its association with the region's commercial and residential development during the teens and 1920s. During this era development had become more auto-oriented, and centered along major arterials such as the North Trunk Road. In Shoreline, growth spread along the Interurban rail line and the expanding road network centered along the North Trunk Road. While a section of the brick road north of 175th was recently demolished for commercial development, the remaining segments of the Brick Road have retained integrity of location, design, setting, materials, workmanship, feeling and association. These segments are the only surviving examples of the North Trunk (Brick) Road, and one of the few brick roads left in King and Snohomish Counties.

**Description of Physical Appearance:**

The road was widened and re-surfaced when it was made part of Highway 99 during the mid-1920s, and covered with concrete during the construction of Aurora Avenue in the 1930s. One section of the former brick road was Firlands Way North, west of Aurora between 185th and 195th where the former brick surface was paved over with asphalt. Small sections of the brick North Trunk Road, however, remain visible on Ronald Place North, east of Aurora Avenue, south and north of 175th. An exposed 300-350 foot section of the brick road lies south of 175th, a 50-60 foot exposed section is located at the intersection of 175th and Ronald Place North, and an approximately 1000-foot section is visible between 175th and 180th Streets.

The road is 60 feet wide in most places, with asphalt applied in patches to repair damaged brick. The surface consists of a number two stretcher bond brick over a cushion of sand and a concrete base placed between concrete curbing flush with the road surface.

**Major Bibliographic References:**

CH2M Hill, Inc. 2001. Aurora Avenue North Multimodal Corridor Project: North 145th Street to North 165th Street - Discipline Report, Historic and Archaeological Resources. Prepared for City of Shoreline. CH2M Hill, Inc., Bellevue, Washington.

Copass, Cloantha. 1996a. "County Road 917." Historic Property Inventory Form. Office of Archaeology and Historic Preservation, Olympia, Washington.

Copass, Cloantha. 1996b. Historic Resources Survey and Inventory Update for the City of Shoreline. King County Historic Preservation Program, Seattle, Washington.

## HISTORIC PROPERTY INVENTORY FORM

(Continuation Sheet for text and photos)

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State of Washington, Office of Community Development  
Office of Archaeology and Historic Preservation  
1063 S. Capitol Way, Suite 106 – Olympia, WA 98504-8343  
PO BOX 48343 - Olympia, WA 98504-8343 (360) 586-3065 FAX 586-3065

Field Site No .0093                      QAHP No.                      DATE RECORDED 8/15/06

Site Historic Name: North Trunk Road

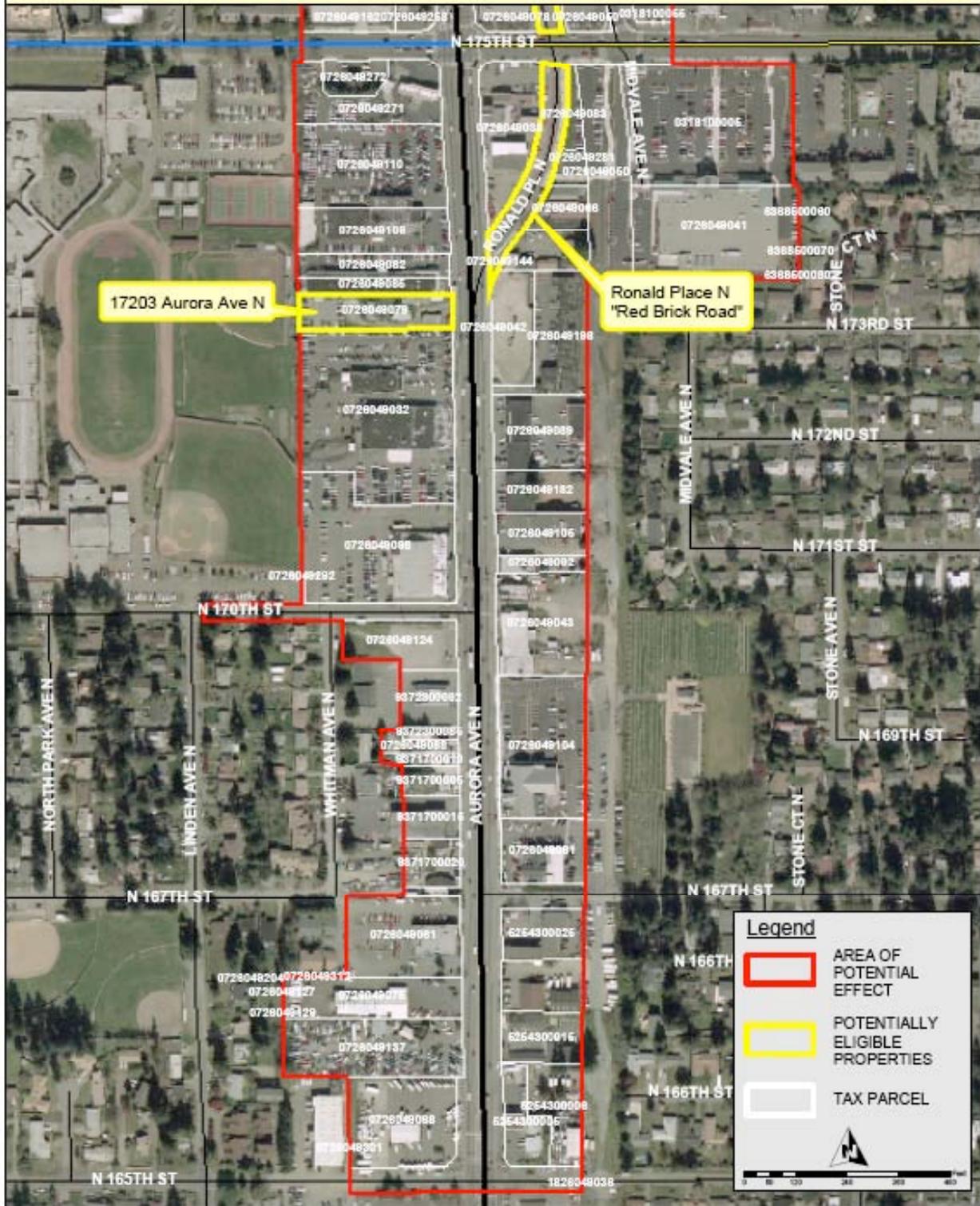
Common Name: Red Brick Road

Other Name:

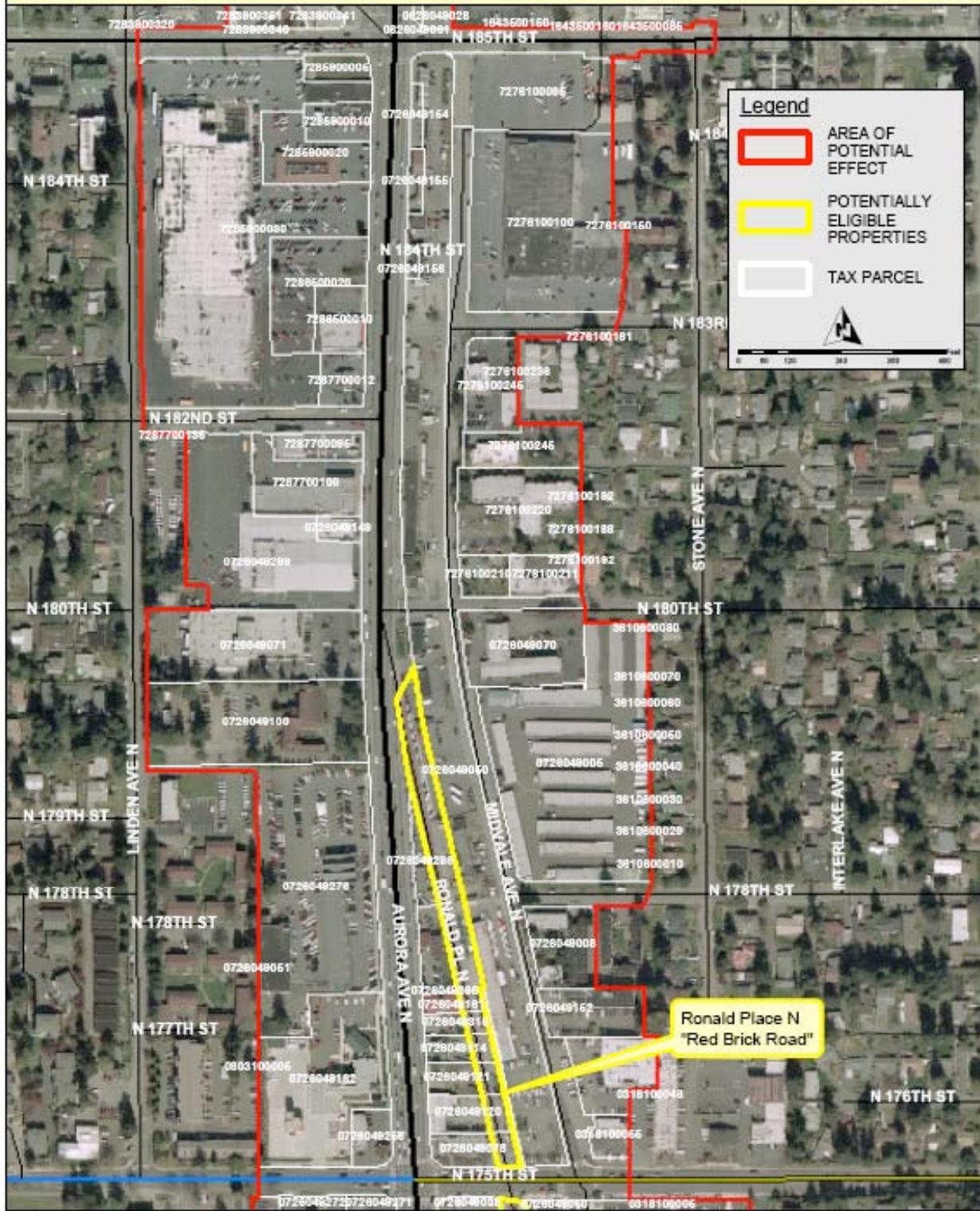


**Appendix C: Tax Parcel Numbers and Potentially Eligible Properties.**

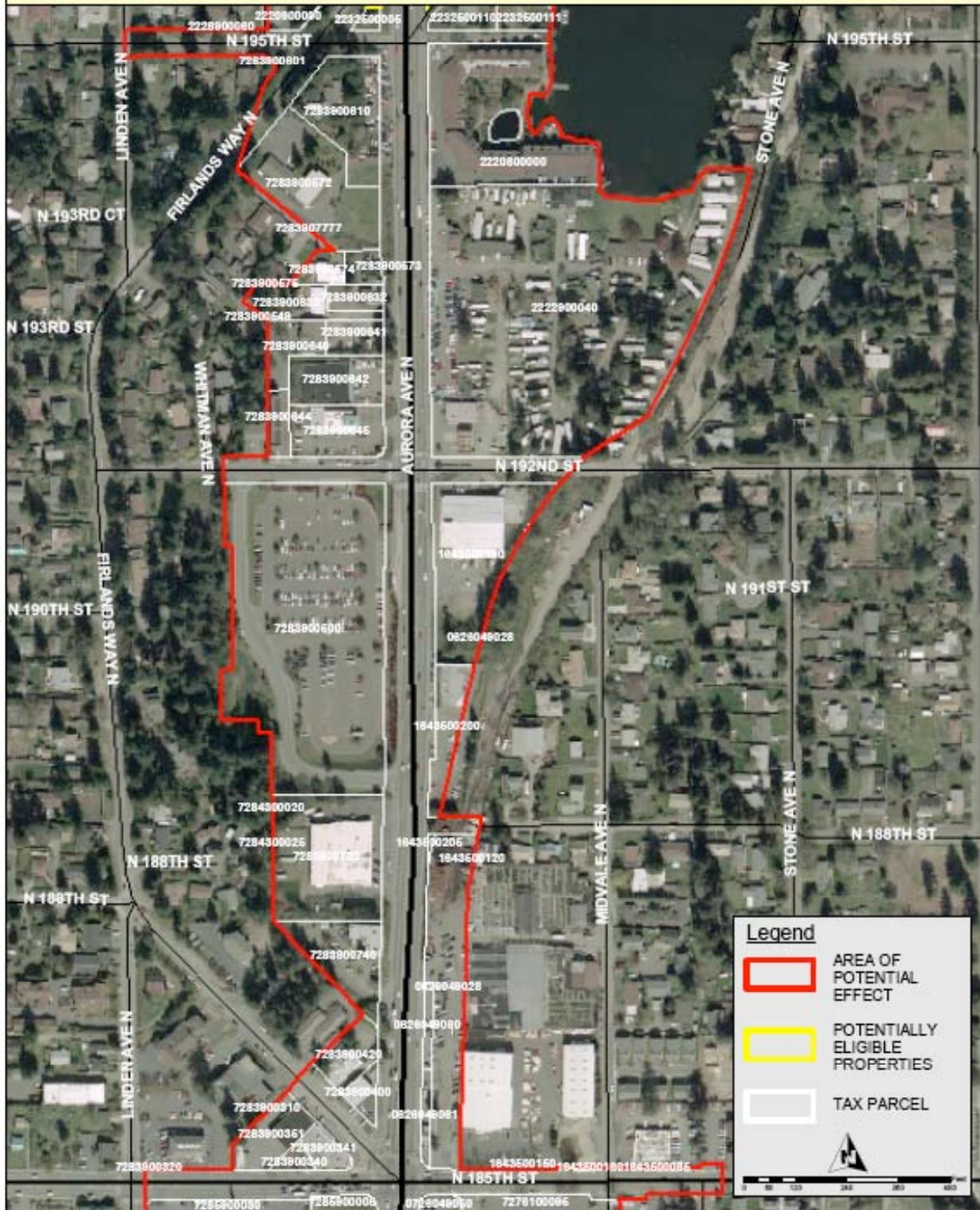
**Appendix C: Tax Parcel Numbers & Potentially Eligible Properties**  
**Map #1: N 165th Street to N 175th Street**



**Appendix C: Tax Parcel Numbers & Potentially Eligible Properties**  
**Map #2: N 175th Street to N 185th Street**



**Appendix C: Tax Parcel Numbers & Potentially Eligible Properties**  
**Map #3: N 185th Street to N 195th Street**



**Appendix C: Tax Parcel Numbers & Potentially Eligible Properties**  
**Map #4: N 195th Street to N 205th Street**



**Appendix D: Property Ownership within the APE.**

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
5306100041	FUTURA PROPERTIES LLC	938 N 200TH ST	17885 40TH AVE NE
1643500200	L&M ENTERPRISES I LLC	18820 AURORA AVE N	PO BOX 24004
0726049286	MCAUGHON C A JR	17560 AURORA AVE N	PO BOX 60007 CONTRACT STN 154
7283900641	HOWLAND MATTHEW L & MEGAN L	19223 AURORA AVE N	19237 AURORA AVE N
1643500150	DUNN LUMBER CO INC	1108 N 185TH ST	PO BOX 45550
5306100031	MOORMAN LEWALLEN B	20013 AURORA AVE N	2123 4TH AVE N #B
2227300091	ENGINEERS INV CO	1126 N 199TH ST	18309 17TH PL NW
0318100005	BRIAR DEVELOPMENT CO LLP		2211 RIMLAND DR
0626049152	TTR PROPERTIES LLC	20305 AURORA AVE N	6625 S EASTERN AVE #100-102
00491100001702	CAMNEL PROPERTIES LLC	24329 HIGHWAY 99 S	24329 HWY 99
0626049151	CONOCOPHILLIPS	20409 AURORA AVE N	PO BOX 1539
7276100245	DOCES MIDVALE LLC	18200 MIDVALE AVE N	500 UNION ST STE 635
6368500060	MESCOFF RENE'	17319 STONE CT N	1412 SUMMIT AVE UNIT 304
0726049204	BRENNY GENEVIEVE	915 N 167TH ST	915 N 167TH ST
9372300092	MMR CORP	16743 AURORA AVE N	8600 LAKE CITY WAY NE
2227900011	LAKESHORE INVESTMENT CORP	19905 AURORA AVE N	6800 E GREENLAKE WAY N #255
2227900010	LAKESHORE INVESTMENT CORP	19905 AURORA AVE N	6800 E GREENLAKE WAY N #255
0726049285	MCAUGHON C A JR	17550 AURORA AVE N	PO BOX 60007 CONTRACT STN 154
0726049124	TSAKONAS SOTIRIOS P		15515 SE 55TH PL
1643500120	BONUS PROPERTIES LP		18528 AURORA AVE N
0726049110	CARTER FAMILY HOLDINGS LLC	17219 AURORA AVE N	16520 SHORE DR NE
0726049292	SHORELINE SCHOOL DIST 412		17077 MERIDIAN AVE N
2232500015	KALITOVIC GLORIA M	19508 AURORA AVE N	11500 MERIDIAN AVE S #70
7276100100	GATEWAY PLAZA LLC	18336 AURORA AVE N	18336 AURORA AVE N
0726049104	HOLLYWOOD SHORELINE CASINO	16716 AURORA AVE N	16716 AURORA AVE N
0726049156	SEATTLE CITY LIGHT	18320 AURORA AVE N	PO BOX 34023
7276100182	ANDERSON CARL A	18021 STONE AVE N	18021 STONE AVE N
0626049165	SHD ASSOCIATES	1133 N 205TH ST	8129 LAKE BALLINGER WAY #104
9371700025	KER WAYNE	16724 WHITMAN AVE N	1643 103RD AVE SE
3610600050	AHMEDULLAH	17905 STONE AVE N	17907 STONE AVE N
2227900075	KOO ROBERT B H	936 N 198TH ST	561 12TH AVE N
0726049269	HIGHLAND SPORTS CENTER INC	18005 AURORA AVE N	18005 AURORA AVE
2227300115	COMPASS CENTER	1301 N 200TH ST	77 S WASHINGTON ST

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
0726049075	MANN MARY A	16535 AURORA AVE N	8630 196TH AVE SW
2228900011	WANG TSUNG-MING	933 N 198TH ST	6026 126TH AVE NE
3610600030	SCHMIDT GLENN E & SHARON D	17817 STONE AVE N	17224 13TH AVE NW
7284300020	HACKER NATHANIEL J	916 N 188TH ST	916 N 188TH ST
0726049098	OLSON MARGARET E LLC	17001 AURORA AVE N	835 DALEY ST
2227300082	THORLAKSON TED	1120 N 199TH ST	13833 MANOR WAY
2227300071	ECHO LAKE VILLAGE LLC	1150 N 198TH ST	10613 NE 38TH PL #17
0726049127	SWANSON ERNEST E & LYNNE L	16538 LINDEN AVE N	2432 234TH PL SW
7283900642	ADAMS MARK S	19217 AURORA AVE N	19557 27TH AVE NW
0626049003	COSTCO WHOLESALE CORP	1175 N 205TH ST	999 LAKE DR
00491100001701	CAMNEL PROPERTIES LLC	UNKNOWN	24329 HWY 99
0726049258	PARK SANG H & YONG J	17505 AURORA AVE N	17505 AURORA AVE N
5306100040	MOORMAN LEWALLEN B	20005 AURORA AVE N	2123 4TH AVE N #B
0726049161	WG @ SHORELINE LLC		11317 238TH ST SW
0726049088	KER WAYNE	16731 AURORA AVE N	1643 103RD AVE SE
5254300005	CONOCOPHILLIPS	16510 AURORA AVE N	PO BOX 1539
2227300096	SUVAN CHUCK	1151 N 200TH ST	1207 N 200TH ST #108
2232500030	PAYNE GREGORY	19522 AURORA AVE N	8837 29TH NW
0626049028	SEATTLE CITY LIGHT		PO BOX 34023
1643500160	SECURE ENTERPRISES	1130 N 185TH ST	17921 LINDEN AVE N
0726049315	WG @ SHORELINE LLC	17534 AURORA AVE N	11317 238TH ST SW
0217700140	HAAVIG EDDIE G	20400 WHITMAN AVE N	20400 WHITMAN AVE N
7287700012	JACK IN THE BOX	18207 AURORA AVE N	PO BOX 4900
0726049038	STEELE LARRY R & MARY L	17244 AURORA AVE N	15753 62ND NE
2228900010	M O S LLC	19541 AURORA AVE N	1350 E MASON LAKE DR S
7285900030	FRED MEYER STORES INC	18325 AURORA AVE N	3336 E 32ND ST #217
7283900640	MINYI INVESTMENTS	1022 N 192ND ST	312 FAIRVIEW AVE N
0626049006	TWIN STAR INC	20221 AURORA AVE N	20221 AURORA AVE N
0626049156	BANK OF AMERICA	1121 N 205TH ST	101 N TRYON ST #NC1-001-03-81
0217700150	MCMASTERS CARROLL C	20324 WHITMAN AVE N	24023 79 PL W
1643500120	BONUS PROPERTIES LP	18528 AURORA AVE N	18528 AURORA AVE N
0726049083	BRIAR DEVELOPMENT CO LLP		2211 RIMLAND DR
0726049114	WG @ SHORELINE LLC	17526 AURORA AVE N	11317 238TH ST SW
2232500035	LUND NANCY	19540 AURORA AVE N	5132 156TH ST SE
0726049100	RONALD UNITED METH CHURCH	17839 AURORA AVE N	17839 AURORA AVE N

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
0726049032	SHOREVIEW LLC	17037 AURORA AVE N	835 DALEY ST
0726049005	AURORA MINI WAREHOUSE LLC	17846 MIDVALE AVE N	14100 SE 36TH ST #200
6368500080	DYKE TIM	17305 STONE CT N	422 N 120TH
2232500111	SCOTT ROBERT L & PATSY L	1132 N 195TH ST	1132 N 195TH
3610600040	HAMMER CRAIG W	17821 STONE AVE N	17821&17823 STONE AVE N
0726049198	PACIFIC-TYEE PARTNERSHIP LL	17202 AURORA AVE N	4409 138TH AVE SE
00463303200105	DENNEYS INC	UNKNOWN	PO BOX 260888
0726049092	LOWELL MCINTOSH LIMITED LIA	17010 AURORA AVE N	1516 175TH ST SW
2232500110	SCOTT PATSY & ROBERT	19502 AURORA AVE N	1132 N 195TH ST
2232500056	TAYLOR (AURORA) FAMILY	19550 AURORA AVE N	19550 AURORA AVE N
0726049061	RASH & ASSOCIATES #47	16549 AURORA AVE N	PO BOX 260888
3610600060	ARGENT KENNIS	17911 STONE AVE N	1615 VIA CAMPO VERDE
5254300015	CHOI SUN Y & AMY C	16526 AURORA AVE N	16526 AURORA AVE N
2228900063	SKOTDAL FLORITA	19519 WHITMAN AVE N	19519 WHITMAN AVE N
7285900010	FRED MEYER STORES INC	18413 AURORA AVE N	PO BOX 42121
2228900060	JOHNSON MICHAEL E	924 N 195TH ST	11028 FREMONT AVE N
0626049060	SEATTLE CITY LIGHT	18528 AURORA AVE N	PO BOX 34023
3610600070	REYMORE LAWRENCE A	17917 STONE AVE N	PO BOX 167
7276100150	GATEWAY APARTMENTS LLC	18321 STONE AVE N	118 BOSTON ST #C
2227300021	JDW PROPERTIES LLC	19828 AURORA AVE N	PO BOX 360
9372300085	WARREN RON	16737 AURORA AVE N	16420 6TH AVE W
0726049301	CIEZ L L C	926 N 165TH ST	23505 35TH AVE W
2227300020	JDW PROPERTIES LLC	19828 AURORA AVE N	PO BOX 360
0217700170	CHUNG JAE YUL & CHUNG, JOO SOO	20308 WHITMAN AVE N	20308 WHITMAN AVE N
0726049071	BISHOP OF CH JESUS CHRIST	17935 AURORA AVE N	50 E NORTH TEMPLE
7286500010	EASTGATE MOTEL INC	18217 AURORA AVE N	PO BOX 53402
0726049281	BRIAR DEVELOPMENT CO LLP		2211 RIMLAND DR
0726049050	SEATTLE CITY LIGHT	18040 AURORA AVE N	PO BOX 34023
7287700100	LABE ANN	18025 AURORA AVE N	PO BOX 19063
7283900601	WYLIE LAURIE J	923 N 195TH ST	923 NORTH 195TH STREET
0726049109	CARTER FAMILY HOLDINGS LLC		16520 SHORE DR NE
7276100161	FIRSTLINE CONSTRUCTION INC	1125 N 183RD ST	944 MAPLE ST
2227300005	SCHALOUM HENRY	19928 AURORA AVE N	2112 1ST AVE
2227300025	GUNDERSON ROSA &	19806 AURORA AVE N	19804 AURORA AVE N

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
	JOSEPHINE		
0726049144	SILL HOLDINGS LLC	17214 AURORA AVE N	2504 NW 195TH PL
1643500190	PEARSON FAMILY INVESTMENTS	19022 AURORA AVE N	19022 AURORA AVE N
2220900000	ECHO FIRS CONDOMINIUM	19509 FIRLANDS WY N	
0726049078	KEYBANK OF WASHINGTON	17504 AURORA AVE N	PO BOX 560807
0726049008	I KANA LLC	17550 MIDVALE AVE N	2433 60TH AVE SE
0726049041	BRIAR DEVELOPMENT CO LLP	1201 N 175TH ST	2211 RIMLAND DR
2227900100	SUVAN CHARLES R	945 N 199TH ST	13224 EDGEWATER LN NE
0726049312	CHEN KUO-WEN	925 N 167TH ST	PO BOX 75556
7283900310	BANK OF AMERICA	18525 FIRLANDS WAY N	101 N TRYON ST #NC1-001-03-81
2232500010	CITY OF SHORELINE	19502 AURORA AVE N	17544 MIDVALE AVE N
7283900440	MED-DENT BUILDING OF RICHMO	18532 FIRLANDS WY N	18532 FIRLANDS WAY N SUITE A
7283900573	HOWLAND MATTHEW L & MEGAN L	19237 AURORA AVE N	19237 AURORA AVE N
0626049028	SEATTLE CITY LIGHT		PO BOX 34023
0726049085	CARTER & CARTER LLC		5202 LEARY AVE NW
0217700180	STEINMAN RONALD & PAULA	20300 WHITMAN AVE N	20300 WHITMAN AVE N
2227300040	HILL BRAD	1150 N 198TH ST	3000 NORTHUP WY #100
0726049137	HAN WON SUP & SUK RAN	16523 AURORA AVE N	1616 NW 185TH ST
2228900030	SINGH JAGDEV & RANBIR	19527 AURORA AVE N	19527 AURORA AVE N
0726049276	SANDBERG OLDS-CAD	17545 AURORA AVE N	17545 AURORA AVE N
0726049155	SEATTLE CITY LIGHT	18332 AURORA AVE N	PO BOX 34023
2232500075	DAVIS DONALD B	19542 ECHO LAKE PL N	19542 ECHO LAKE PL N
6368500070	HO SONG JONG	17313 STONE CT N	2617 NW 198TH
2227300015	SHELLEY WAYNE R & MARIAN	1112 N 199TH ST	1112 N 199TH ST
0726049082	CARTER & CARTER LLC	17209 AURORA AVE N	5202 LEARY AVE NW
7286500020	FRED MEYER STORES INC		3336 E 32ND ST #217
2227300036	MOLVER ANKER I	1116 N 198TH ST	2022 RACHEL ST
0726049081	OLD 99 PROPERTY GRP L L C	16708 AURORA AVE N	16708 AURORA AVE N
7283900720	GER JERI	18815 AURORA AVE N	55 WOODHAVEN PL
2557150000	FIRLANDS WAY CONDOMINIUM	19523 FIRLANDS WY N	
7283900320	ALSTON GARY C & THERASA A	900 N 185TH ST	21010 SUMMIT LN
5254300025	OLD 99 PROPERTY GROUP	16622 AURORA AVE N	16708 AURORA AVE N

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
3610600080	HYDE IAN C & CONNIE L	1147 N 180TH ST	1147 NORTH 180TH ST
7276100188	MAC JOLLY RENTALS L L C	18009 STONE AVE N	P O BOX 25610
5306100025	HEPPENSTALL PHYLLIS & BUTT KRISTY	20019 AURORA AVE N	901 W MAIN ST STE #A
0726049105	LOWELL MCINTOSH LIMITED LIA	17012 AURORA AVE N	1516 175TH ST SW
7287700095	THE BENJAMIN FRANCES	18041 AURORA AVE N	941 N 182ND ST
7284300025	GER JERI	920 N 188TH ST	55 WOODHAVEN PL
2227300030	GUNDERSON ROSA D	19804 AURORA AVE N	24116 102ND PL W
00491100001609	CAMNEL PROPERTIES LLC	24329 HIGHWAY 99 S	24329 HWY 99
0726049121	WG@SHORELINE L L C	17524 AURORA AVE N	11317 238TH ST SW
7283900663	BEST-WILDERMUTH DIANNE	19220 WHITMAN AVE N	19530 53RD AVE NE
7283900420	DANIEL SHERYL B	18514 FIRLANDS WAY N	4907 NE 85TH ST
7283900610	TURNER GARY M & VICKI S	19425 AURORA AVE N	19370 FIRLANDS WAY N
3610600010	EGGLESTON ADRIAN & KAREN & THERESA	17801 STONE AVE N	17801 STONE AVE N
7283900630	HOWLAND MATTHEW L & MEGAN L	19239 AURORA AVE N	19237 AURORA AVE N
5306100005	MOORE-STROMBERG LLC	20121 AURORA AVE N	218 MAIN ST #432
00463303200200	ARBYS ROAST BEEF	8425 244TH ST SW	BLDG D STE 201
7283900574	SMUCK WAYNE G	19239 FIRLANDS WAY N	19344 FIRLANDS WAY N
7276100236	KALDESTAD KEVIN L	1115 N 183RD ST	21810 CHINOOK RD
2227300035	HINKLEY CARRIE	1117 N 199TH ST	1117 N 199TH ST
2227900101	FARRELL GROUP LLC C O LEEAN	19811 AURORA AVE N	PO BOX 66826
7276100220	K C HOUSING AUTHORITY ADMIN	18026 MIDVALE AVE N	600 ANDOVER PARK W
0726049271	YOURIST HARRY & ROSALIE	17255 AURORA AVE N	11303 S LAKE STEVENS RD
0318100046	HIGHLAND ENTERPRISES L L C	1110 N 175TH ST	PO BOX 97
7276100095	GATEWAY PLAZA LLC	1133 N 185TH ST	18420 AURORA AVE N
1826049036	SEATTLE CITY LIGHT		PO BOX 34023
7276100211	WORTHEN MACLEAN #16856	1122 N 180TH ST	7517 GREENWOOD AVE N
7283900549	LUKACS JOZSEF	19316 FIRLANDS WY N	2129 NW 201ST ST
7283900572	RICHMOND HIGHLANDS BAPT CH	19340 FIRLANDS WAY N	19350 FAIRLANDS WAY
0318100055	HIGHLAND ENTERPRISES L L C	1140 N 175TH ST	PO BOX 97
2227300016	SEGALE ANN G	19906 AURORA AVE N	909 NW NORTHWOOD RD

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
0626049061	SEATTLE CITY LIGHT	18510 AURORA AVE N	PO BOX 34023
0726049051	GORDEN PARK	17802 LINDEN AVE N	PO BOX 14005
00463303200104	ARBYS ROAST BEEF	UNKNOWN	BLDG D SUITE 201
2220800000	ECHO COVE CONDOMINIUM	19428 AURORA AVE N	
0803100005	HORN-MARKS FAMILY L P	17520 LINDEN AVE N	4014 AURORA AVE N STE B
7283900575	SMUCK WAYNE G	19342 1/2 FIRLANDS WAY N	19344 FIRLANDS WAY N
0726049272	YOURIST HARRY & ROSALIE	17209 AURORA AVE N	11303 S LAKE STEVENS RD
9371700020	LALLY LANA	16707 AURORA AVE N	14419 GREENWOOD AVE N
0726049050	SEATTLE CITY LIGHT	18040 AURORA AVE N	PO BOX 34023
0726049068	U-HAUL REAL ESTATE COMPANY	16503 AURORA AVE N	PO BOX 29046
0726049149	PHILLIPS MYRON G	18019 AURORA AVE N	18019 AURORA AVE N
5254300020	BAIER JEFFREY E & KATHY J	16610 AURORA AVE N	16610 AURORA AVE N
0726049162	SHORELINE FIRE DEPARTMENT	17525 AURORA AVE N	17525 AURORA AVE N
7283900645	CATS EXCLUSIVE VETERINARY	19203 AURORA AVE N	19203 AURORA AVE N
7283900351	BANK OF AMERICA	18503 FIRLANDS WAY N	101 N TRYON ST #NC1-001-03-81
0726049043	MGM AURORA PROPERTIES LLC	16748 AURORA AVE N	204 1ST AVE S
9371700005	KER WAYNE	16725 AURORA AVE N	1643 103RD AVE SE
2228900020	M O S LLC	19533 AURORA AVE N	1350 E MASON LAKE DR S
5306100015	YK21 GROUP LLC	20109 AURORA AVE N	15224 MAIN ST #301
7283900740	MAC-RENT INC	18551 AURORA AVE N	18551 AURORA AVE N #301
0726049070	INTERURBAN CENTER LLC	17962 MIDVALE AVE N	1408 NW RICHMOND BCH RD
9371700010	KER WAYNE	16723 AURORA AVE N	1643 103RD AVE SE
0726049182	JVN CORPORATION	17020 AURORA AVE N	5623 154TH PL SW
2227300070	ECHO LAKE VILLAGE LLC		10613 NE 38TH PL #17
0726049120	WG @ SHORELINE LLC	17512 AURORA AVE N	11317 238TH ST SW
7276100210	KROEGER DAVID G	18004 MIDVALE AVE N	12039 GREENWOOD AVE N
7285900020	FRED MEYER STORES INC	18405 AURORA AVE N	PO BOX 42121
0217700130	KNOLES ROBERT & UNDLIN ANDREW	20408 WHITMAN AVE N	18981 FOREST PARK DR
2227300080	HAYRE PROPERTIES LLC	1121 N 200TH ST	16116 BEACH DR NE
5254300006	BAIER JEFFREY E & KATHY J	16520 AURORA AVE N	16610 AURORA AVE N
0726049042	HORTON DALE W	17212 AURORA AVE N	PO BOX 33430
2227300010	SCHALOUM HENRY	19918 AURORA AVE N	2112 1ST AVE

<b>PARCEL NUMBER</b>	<b>TAX PAYER</b>	<b>PROPERTY ADDRESS</b>	<b>TAX PAYER ADDRESS</b>
0726049152	SHORELINE BUSINESS&PROFESSI	17544 MIDVALE AVE N	1408 NW RICHMOND BEACH RD
0726049129	MATULOVICH MICHAEL J G & JODY	16532 LINDEN AVE N	16532 LINDEN AVE N
7283900500	KING COUNTY		500 4TH AVE
7283900644	MINYI INVESTMENTS	1020 N 192ND ST	312 FAIRVIEW AVE N
7276100230	DOCES MIDVALE LLC		500 UNION ST STE 635
2227300090	ENGINEERS INVESTMENT CO	1135 N 200TH ST	18309 17TH PL NW
2227300011	SEGALE ANN G	19912 AURORA AVE N	909 NW NORHTWOOD RD
7283900340	BANK OF AMERICA REAL ESTATE	18503 FIRLANDS WAY N	101 N TRYON ST
3610600020	HAFZALLA WAGDI R & AMAL F	17807 STONE AVE N	17809 STONE AVE N
7283900400	ELSIA LLC	18502 FIRLANDS WY N	18411 AURORA AVE N
2227900020	SUNRISE APARTMENTS LLC	937 N 200TH ST	PO BOX 398
7276100162	BRITTAN RUTH J	1117 N 183RD ST	18555 26TH NE
0726049066	SILL HOLDINGS LLC	17236 RONALD PL N	2504 NW 195TH PL
0726049154	SEATTLE CITY LIGHT	18350 AURORA AVE N	PO BOX 34023
7287700135	HIGHLAND SPORTS CENTER	907 N 182ND ST	17030 2ND NW
1843000000	CRISTA LANE CONDOMINIUM	933 N 199TH ST	
9371700015	BONFIGLIO THOMAS L & TERESA L	16715 AURORA AVE N	2322 11TH AVE E
2232500005	ACKERLEY REALTY INC	19500 AURORA AVE N	3601 SIXTH AVE S
7283900341	FIRLANDS WAY LLC	18503 FIRLANDS WAY N	13400 INTERURBAN AVE S
0726049079	GARTLEY HARRY W	17203 AURORA AVE N	17203 AURORA AVE N
7276100192	KINKA TIBOR	1132 N 180TH ST	PO BOX 77172
7283900632	HOWLAND MATTHEW L & MEGAN L	19237 AURORA AVE N	19237 AURORA AVE N
7285900005	LANGEBERG WILLIAM B		1534 NE 172ND
1643500085	CITY OF SHORELINE	1206 N 185TH ST	17544 MIDVALE AVE N
0726049089	ELSIA L L C	17030 AURORA AVE N	18411 AURORA AVE N
NO PARCEL NUMBER		STATE ROUTE 99	STATE OF WASHINGTON